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No. 22,417 號柒拾肆百肆仟式萬式第 日壹初月伍年午庚 HONG KONG, WEDNESDAY, MAY 28, 1930. 參拜禮 日捌廿月伍年卅九百肆仟貳英 PRICE: $3 PER MONTH

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after APRIL 7TH, 1930, until Further Notice (all previous Time Tables cancelled).

UP TRAINS

STATIONS	No. 2 A.M.	No. 6 A.M.	No. 10 A.M.	No. 4 A.M.	No. 12 A.M.	No. 14 P.M.	No. 16 P.M.	No. 22 P.M.	No. 18 P.M.	No. 24 P.M.	No. 26 P.M.	No. 28 P.M.
Kowloon..Dep.	6.35	8.00	8.24	9.05	10.00	13.10	1.18	2.32	3.20	4.30	5.40	7.35
Yaumati..Dep.	6.44	—	—	9.15	10.08	13.18	1.24	—	—	4.38	5.48	7.43
Shatin ...Dep	6.56	—	—	9.28	10.20	12.30	1.38	—	—	4.50	6.00	7.55
Taipo ...Dep	7.10	—	—	9.43	10.33	13.43	1.51	—	—	5.04	6.13	8.08
Taipo Market..Dep.	7.15	—	—	9.48	10.37	12.47	1.55	—	—	5.08	6.17	8.12
Fanling..Dep.	7.25	—	—	10.00	10.47	12.57	2.01	—	—	5.18	6.27	8.22
Sheung-shui ...Dep.	7.30	—	9.01	10.05	10.52	1.02	2.12	3.11	—	5.23	6.32	8.26
Shum-chun ...Arr.	7.36	8.40	9.07	10.11	10.58	1.08	2.16	3.17	4.00	5.29	6.38	8.32
Canton ...Arr.	—	11.58	—	5.42	—	—	—	—	7.18	—	—	—

Sundays & Holidays only excepted

DOWN TRAINS

STATIONS	No. 1 A.M.	No. 3 A.M.	No. 7 A.M.	No. 5 A.M.	No. 15 A.M.	No. 17 P.M.	No. 19 P.M.	No. 21 P.M.	No. 13 P.M.	No. 23 P.M.
Canton ...Dep.	—	—	—	8.05	—	—	—	—	3.35	—
Shumchun ...Dep.	7.13	7.59	10.34	11.21	11.49	2.33	4.39	5.47	6.43	7.07
Sheungshui ..Dep.	7.20	8.06	10.42	—	11.56	2.40	4.46	5.54	—	7.14
Fanling ...Dep.	7.25	8.10	10.47	—	12.00	2.44	4.50	5.58	—	—
Taipo Market..Dep.	7.33	8.21	10.57	—	12.11	2.54	5.00	6.08	—	—
Taipo" ...Dep.	7.40	8.26	11.01	—	12.16	3.00	5.04	6.13	—	—
Shatin ...Dep.	7.53	8.39	11.14	—	12.30	3.13	5.17	6.26	—	—
Yanmati ...Dep.	8.06	8.51	11.26	—	12.42	3.27	5.29	6.38	—	—
Kowloon ...Arr.	8.12	8.57	11.32	12.01	12.48	3.33	5.35	6.44	7.22	7.49

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6.—Curried Lobster
7.—Roast Potatoes
8.—Boiled Potatoes
9.—Fried Egg-plant
10.—Mixed Fruit Jelly
11.—Fruit 12.—Tea 13.—Coffee

TRANS-ATLANTIC "SUICIDE SEASON."

THIS YEAR'S AERIAL FLIGHTS.

FLYING MEN CAUSE GREAT EXPENSE TO SHIPOWNERS.

[UNITED PRESS.]

Eighteen trans-Atlantic flights are now planned during the 1930 "Suicide Season," as some shipping circles term the period which is about to open.

Since the first successful flight was made across the Atlantic, the historic hop of Sir Arthur Whitten Brown and Captain Sir John Alcock in June, 1919 from St. John's, Newfoundland, to Cheifden, Ireland, repeated attempts to span the breadths of the Atlantic have been made. Some have been well-timed, thoroughly planned and brilliantly executed. Others have been, in the opinion of many, wild, mad, almost insane efforts given as an ecstasy to adventure.

The 1930 contribution to the annals of the alleged "Suicide Season" will find an unusually large number of attempts made to cross the Atlantic. Two airship flights and sixteen airplane hops are scheduled during the good weather months of May, June, July, August, and September.

Four flights from east-to-west by airplanes and two return flights by airships are announced. To date an even dozen west-to-east hops are scheduled by aviators of different nations.

Since the tyro in 1919 trans-Atlantic flights have caused great anxiety, inspired tremendous admiration, and cost huge sums of money.

Cost to Shipping.

It is on the latter point that shipping companies might say a great deal, but refrain, as many officials stated to the United Press, because the thrill of air triumphs and sea chivalry which exists, despite the "big-money" age, would cause unfavourable comment were shipping companies to complain of the costs suffered resulting from numerous aviators trying to write their names across the adventure trails of the air.

In face of financial burdens, and although the approaching season is labelled "Suicide," a spirit of *noblesse oblige* is expected to be shown again by shipping firms as it has been in the past.

One British shipping figure of note told the United Press that he believes trans-Atlantic flights have cost British shipping interests in the past five years close on 2500,000, while it is difficult to estimate the cost to the British Admiralty—although the cost must be tremendous.

When questioned on this matter the British Admiralty replied that considerable amounts have been spent in attempting to pick unsuccessful pilots off rolling swells of the Atlantic. The amounts spent in this special rescue work are taken from miscellaneous fund, and no definite figures as to the actual money spent on each searching party is compiled for publication.

When a trans-Atlantic flight is announced all ships cruising in an area over which the hopeful pilot expects to fly are notified by wireless by the British Admiralty. Ships are requested to keep sharp lookouts, file radio messages received pertaining to the flight, and go to the assistance of a flyer if he radios, telephones, or is reported missing in a certain area within a reasonable distance.

Rescue Work at Sea.

The finding of the Spanish airmen, Major Ramon Franco, Commander Eduardo Gonzales Gallarza, Captain J. Ruiz de Alda and Sergeant Pedro Mardariaga, by the British aircraft carrier Eagle 100 miles south-east of Santa Maria Island, of the Azores, after the intrepid aviators had been afloat for seven days, is an example of the work done by the British Admiralty which operates similarly in matters of rescue work to other government naval groups of the world.

In case a plane is reported to have been last sighted near a port where British naval ships are stationed, a number of ships may be sent out to scout an area for a reasonable length of time.

Generally hope is not abandoned until it is believed the aviator has died of thirst or hunger, or ocean and climatic conditions are such that life is impossible.

The British Ministry of Air prohibits trans-Atlantic flights by men in the service since officials feel the planes used would be those purchased by tax-payers money, and no special benefit would be derived by such flights even if successful.

Ships plying their courses from the United States or Canada to Great Britain and the Continent have gone off their route to look for reported missing airmen. Ocean transport firms state such action is entirely a matter for the captain to decide. In case a boat does leave her course to pick up a pilot, or search for one that is reported down, no financial reward accrues to the owners of the ship.

Even if a plane is worth bringing aboard no salvage money, under law, is paid over to the shipping company.

Ships that hunt for aviators, or even discover them do so to maintain the international courtesy of the high seas.

Expensive Deviation.

Turning giant ocean liners of their course is a costly process. It is estimated that the Leviathan costs her owners $1,500 an hour to cruise in mid-ocean. This amount would not include, however, the total cost resulting from attempted rescue work, since getting up steam, wear on machinery overworked to maintain schedules, and the loss to business-men who travel by fast steamers to save time cannot easily be estimated.

One well-known shipping owner said the only remuneration received by shipowners was publicity if a ship picked up a pilot or fares paid by pilots and transportation charges made on planes, since no pilot to date has attempted to cross both ways by air.

Last year, when the Swiss airmen Oscal Knesar and Kurt Luescher were last seen over the Azores to disappear shortly from sight, and when Urban F. Diteman, the Billings flying cowboy who had visions of piloting his Golden Hind from Grace Harbour, Newfoundland, to England, was reported to be on his way, pratically every ship plying courses announced by the aviators as their probable route maintained alert lookouts. Some captains ordered extra seamen to stand watches in the hope of sighting the missing airman.

This Year's Plans.

In May Captain Dieudonne Coste and his air companion, Maurice Bellone, are scheduled to hop off from Paris or Le Bourget for New York in an effort to be the first aviators to fly from east to west as far as New York. In addition, the French aces are hopeful of being the second pair to span the Atlantic in the opposite direction of the course followed by America's Lone Eagle, Colonel Charles Lindbergh. If they are successful they will probably be the first fliers across in 1930.

When Coste and his colleague land they plan on passing their plane over to Codos, a Frenchman who intends flying from New York to Constantinople.

(*Continued on Page 3.*)

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AGENTS,
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Diary of Coming Events.

To-day.
(May 28.)

Queen's Theatre: "Married in Hollywood."

World Theatre: "The Actress" and "The Great Success" (Chinese Film at 2.30 p.m. and 7.15 p.m.).

Star Theatre: "Little French Girl."

Majestic Theatre: "The Patriot."

Tennis:—"B" Division: European Y.M.C.A. *v.* M.B.K., S.C.A.A. *v. Recreio*, C.R.C. *v.* H.K.C.C., U.S.R.C. *v.* Nippon Club, C.C.C. *v.* R.E.S.C. "C" Division: Nippon Club *v.* German Tennis Club, K.C.C. *v.* Filipino Club, C.R.C. *v.* S.C.A.A., Recreio *v.* University T.C., I.R.C. *v.* C.S.C.C., K.I.T.C. *v.* H.K.C.C.

Tea Dance: H.K. Hotel, 5 p.m.

Dinner Dance: H.K. Hotel, 8 p.m.

European Mails:—Inward: Europe *viâ* Siberia (Tenyo Maru).

Tides: High, 8.45 a.m. and 10.20 p.m.; Low, 2.35 a.m. and 4.05 p.m.

Matheson's Board Room, 5.15 p.m.

Star Theatre: "The Girl on the Barge."

Majestic Theatre: "The Patriot."

8th Annual Meeting of The British Legion, Messrs. Jardine Matheson's Board Room.

European Mails:—Outward: Europe *viâ* Siberia (Chichibu Maru), 8.30 a.m.

Friday.
(May 30.)

Queen's Theatre: "The Idle Rich."

World Theatre: "Tide of Empire" and "The Great Success" (Chinese Film at 2.30 p.m. and 7.15 p.m.).

Star Theatre. "The Girl on the Barge."

Presentation to Mr. E. Ralphs by St. John Ambulance Brigade, H.K. Hotel Roof Garden, 5.15 p.m.

Ordinary Yearly Meetings of:—Union Insurance Society of Canton, Ltd., The China Fire Insurance Co., Ltd., and British Traders Insurance Co., Ltd.

H.K.V.D.C.'s Dinner at Headquarters, 8 p.m.

Extraordinary general meeting of H.K. Development Building and Savings Society, Ltd. (In. Liq.)

Tea Dance: Peninsula Hotel, 5 p.m.

Dinner Dance: Peninsula Hotel, 8 p.m.

European Mails:—Outward: Europe *viâ* Marseilles (Suwa Maru), superscribed correspondence only.

Thursday.
(May 29.)

Mohammedan New Year Day.

Queen's Theatre: "The Idle Rich."

World Theatre: "Tide of Empire" and "The Great Success" (Chinese Film at 2.30 p.m. and 7.15 p.m.).

Saturday.
(May 31.)

Queen's Theatre: "The Idle Rich."

World Theatre: "Tide of Empire" and "The Great Success" (Chinese film at 2.30 p.m. and 7.15 p.m.)

Star Theatre: "The Girl on the Barge."

Formal Opening of Clubhouse of the Hong Kong Flying Club, 4 p.m.

Concert by "Kai Tack Follies" at Kowloon Cricket Club.

Tennis:—"A" Div.: K.C.C. *v.* H.K.C.C., I.R.C. *v.* C.R.C., M.B.K. *v.* S.C.A.A. "B" Div.: Recreio *v.* Y.M.C.A., C.R.C. *v.* U.S.R.C., Nippon Club *v.* H.K.C.C., R.E.S.C. *v.* I.R.C., K.C.C. *v.* C.S.C.C., S.C.A.A. *v.* C.C.C. "C" Div.: Filipino Club *v.* R.C.R.C., University T.C. *v.* C.S.C.C., H.K.C.C. *v.* G.T.C.

Lawn Bowls:—Div. I.: Kowloon Docks R.C. *v.* Civil Service C.C., C.C.C. *v.* Recreio, Police R.C. *v.* Kowloon C.C., Taikoo R.C. *v.* Kowloon B.G.C. Div. II.: Recreio *v.* Craigengower C.C., C.S.C.C. *v.* H.K. Electric R.C., K.C.C. *v.* Royal H.K.Y.C., Kowloon Cricket Club *v.* Taikoo R.C.

Tea Dance: Peninsula Hotel, 5 p.m.

Dinner Dance: Peninsula Hotel, 8 p.m.

European Mails:—Inward: Europe *viâ* Negapatam (Jeypore) letters and papers only; Outward: Europe *viâ* Marseilles (Khyber).

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MOTOR NOTES.

Sir William Morris and the I.A.E.

Among the automobile engineers recently elected to membership of the Institute of Automobile Engineers is Sir William Morris, Bart.

"Army" of Mechanics.

The Research Department of the American Automobile Association states that 300,000 car mechanics are now employed in service establishments and repair shops throughout the United States.

American Merger.

It is stated that two of the largest manufacturers of automobile parts in the United States, the Wilcoxrich Corporation and the Eaton Axle and Spring Co., are to amalgamate. The combined assets of the two companies are said to exceed £3,600,000.

Facilitating Distribution.

As a result of increasing demand, 100 special trucks are to be built at the Swindon works of the Great Western Railway for the conveyance of new cars from manufacturers' works at Birmingham and Oxford to all parts of the country, and to the docks for export.

All-British Material.

The Minister of Transport has sent a letter to local authorities stating that a condition attaching to grants from the Road Fund towards the costs of work for the relief of unemployment is that materials shall, so far as practicable, be of United Kingdom or Empire origin.

British Tractors for Italy.

One hundred motor tractors, made at Walthamstow, have been sent to Italy, and orders for 800 more have been received by Agricultural and General Engineers, Ltd., Aldwych House, a central organisation representing more than a dozen British firms. These orders have been obtained, it is stated, in the face of world competition.

National Parks.

The A.A. is supporting the National Park Committee and suggests that a survey should be made with a view to discovering suitable areas in Wales, Scotland, the Lake District and on the Devon Moors. The memorandum which the Association has sent to the Committee makes several suggestions for the accommodation of visitors and submits that huts, permanent camps, sites for individual campers and car parks are a necessity.

The First Car.

The first car to be used on the island of St. Helena, following the removal of the ban which prohibited the use of motor vehicles on the island, was an Austin Seven taken out there by a resident at the end of last year. The Government are carrying out a thorough overhaul of the main roads, and the Austin Motor Co., Ltd., have already received several orders for Austin Sevens from the islanders.

Radio and the Automobile.

At a convention of the Federation of Radio Associations (U.S.A.) held at Cleveland recently, the president, Mr. Michael Ert, said that, within the near future, radio equipment will be as much a standard fitment on cars as head lights are now. He asserted that the motor industry gave radio manufacturers a new field as yet untouched and that already there were five radio manufacturers making sets specially designed for use with cars.

Detroit's "Speed-highway."

A motorist proceeding along Woodford Avenue, leading from Detroit to Pontiac, Michigan, 20 miles distant, is liable to be fined, it is reported, if he travels at a speed under 35 m.p.h.! On this road there are four "lanes" for fast motor traffic which must travel at 35 m.p.h., there being two such "lanes" in each direction. There are also four "lanes" for slower-moving traffic. Normally, there is a constant stream of "fast" traffic moving at about 50 m.p.h.

Aeroplane Service.

Members and associate-members of the R.A.C. owning aeroplanes are now able to avail themselves of a considerable number of the benefits offered by the club, which are usually associated with cars and motor cycles. In the case of a forced landing the "Get-you-Home" service is available, the road guides being at the disposal of any airman requiring assistance. The R.A.C., whilst it has no special aviation department, is prepared to assist in any way possible any of its members who may require the services of the club whilst "in the air" instead of "on the road."

Sir William Morris on South Africa.

Sir William Morris said recently, in South Africa, that the reason why British motor car manufacturers did not manufacture cars suitable for Dominion markets was that it was only recently that they had caught up with home demands. There are at present ten American cars on the streets of Johannesburg to every British car; the reason for this is the suitable British cars are not available, nor do the British cars compare favourably in price with their American competitors. Sir William prophesied, however, that within a few years British manufacturers would be in a more favourable position to compete with their American rivals.

Cairo to Cape Town in a Combination.

An intrepid motorcyclist, Mr. H. Preston Gill, is now making an attempt to traverse the whole length of the vast continent of Africa, from Cairo to the Cape, with a motor-cycle and sidecar. The journey started on March 21, and the route chosen lies through the Sudan, Kenya, Uganda and Tanganyika; once Egypt is left behind, therefore, the whole route will be in British territory. According to *Motor Cycling*, in which journal a description of the attempt is given, everything used on the journey is British, even to the biscuits that form the staple article of food. Gill's sole companion is his dog Petro.

England Biggest Buyer of American Motor-Boats.

Figures recently issued reveal the interesting fact that England is America's best customer for motor boats. According to *The Motor Boat*, she took 145 complete craft value 275,547 dollars in 1929 against 57 in 1928, whereas Canada took 121 in 1929 against 108 in 1928. The remarkable fact is noted that the shipment of complete motor boats to the United Kingdom increased in 1929 by 154 per cent. Great Britain took second place to Canada in the number of outboard marine engines imported from America with a total of 1,451 in 1928, and 1,549 in 1929. She imported 134 inboard marine engines in 1928 and 235 against Canada's 1,254 in 1929. In 1929 the British Empire took 63 per cent. of the complete craft specially allocated, 51 per cent. of the outboard engines and 56 per cent. of the inboard engines. Here, obviously, British manufacturers should concentrate their activities."

Car Thieves, Beware!

"Focus" in *The Light Car and Cyclecar* calls attention to the thief-proof device described by a reader of that journal. "A tip which made a particular appeal to me," he writes, "appeared a week or two ago, when one of our ingenious readers explained how he had so wired up his ignition switch that when he left the car unattended the only effect of turning the switch was to make the electric horn sound loudly and continuously!"

Overcoming Traffic Blocks.

The London Traffic Advisory Committee has been considering a suggestion for prohibiting the unloading of goods on one side of certain roads, except on prescribed days of the week. It is thought that the adoption of this scheme will prevent the formation of "bottle necks" in important thoroughfares as the result of vans drawing up on both sides of the roadway while unloading. At present it is not intended to put the suggestion to a practical test.

Motorists are Not Always Responsible.

The R.A.C. has issued a protest regarding the injustice done to motorists by loosely worded official returns of street accidents. One such return was headed "Summary of fatalities caused by vehicles during the fourth quarter of 1929." The impression obviously conveyed was that mechanical vehicles were responsible for practically all the fatal accidents recorded. Actually, of the 407 fatalities recorded, 235 were due to the carelessness of pedestrians and 53 concerned cycles. Of the total of 407 fatal accidents, it will be seen that the responsibility for 288 did not rest with motorists.

A.A. "Ex-Members" Fined.

Not much sympathy need be wasted on the defendants in the Westminster County Court, who were summoned for failing to return their A.A. badges when they ceased to be members of the Association. According to the A.A.'s solicitor, numerous letters asking that the badges be sent back had been written without avail, and some of the defendants had been in default since 1927. The judge, Sir Alfred Tobin, by granting injunctions against the retention of the badges and costs to the A.A., amounting to between £6 and £7 in each case, must have caused the deliquents to reflect that their failure to "play the game" had not been so financially profitable, after all!

Prof. Low on a Motoring Danger.

"It seems a great pity," writes Professor A. M. Low in *The Motor*, "that the small red and green coloured lights at the back of side-lamps have become unfashionable, for cars can come out of side turnings and remain virtually invisible until their tail-lamp swings into view. This seems to be a potential source of considerable danger, having the further disadvantage that the eye cannot catch the sidelamp in a bright street in order to make certain that the filament is undamaged through vibration when cold. The red and green is apparently an atavistic memory of the port and starboard lights, being nothing to do with the coloured variations adopted for central standards for the benefit of those who are insensitive to certain wave lengths. I expect you know the story of the new yacht hand, who, having announced the presence of another vessel, was asked: 'Can you make her out?' He replied: 'Dunno,' sir, looks like a chemist's shop!'"

Legal Defence.

It is sometimes suggested that the free legal defence offered by the R.A.C. to members who may have been summoned by the police for motoring offences consists merely of an instruction to a solicitor to appear on the defendant's behalf, that no serious defence is put up, and no special efforts are made to obtain an acquittal. It is true that, when a motorist is charged with certain technical offences it is usually impossible to offer any defence. For instance, in the case of a driver exceeding the speed limit, where the police have timed the car over a measured distance, and there is no evidence which will throw doubt upon the timing, it is a waste of time to attempt any defence, and the R.A.C. confines itself to preventing, as far as possible, the imposition of a penalty disproportionate to the offence. But in every case where it is possible to put forward a defence the R.A.C. does so. Of four hundred and sixty summonses defended by the club during the first two months of this year, excluding summonses for exceeding the speed limit, seventy-three were dismissed; in every case the drivers concerned were defended by an R.A.C. solicitor.

RACES IN AMERICA.

THIS WEEK'S CONTEST.

INTERNATIONAL EVENT AT INDIANAPOLIS.

The pick of the world's pilots and racing cars will line up on May 30 for the start of the annual five hundred mile international sweepstakes auto race at the Indianapolis Motor Speedway here.

Forty trim, low-slung racing machines painted in various brilliant colours with big box car numerals on the sides will be wheeled into place before the judges' stand by veteran drivers eager for the getaway in the morning.

Promptly at ten o'clock the starting bomb will be exploded, and the eighteenth running of one of the most dangerous races of the season will be inaugurated.

Seven more cars are entered this year than previously. Rules of the American Automobile Association permit a car for each 350 feet of track, but because of the size of the Indianapolis Speedway and the introduction of two-man cars with larger piston displacement it was decided to allow 40 machines in tomorrow's Memorial Day derby.

One of the foremost South American automobile racers, Jean Gaudino of Argentina, will drive a Chrysler in the contest. Two Italians will form a team of drivers for a 16-cylinder Maserati car brought over from Italy.

Louis Meyer, winner in 1928, will be on hand with a new 16-cylinder speedster and hopes to guide it across the finish line for his second sweepstakes victory.

Ray Keech, last year's winner, is listed among the missing; having been killed in June 1929 while competing at Altoona, Pennsylvania.

The Speedway has one of the most difficult courses on which to drive in the country. Built of brick, it has been the scene of numerous accidents in past years.

In 1929 William Spence, a youthful Californian, was killed and several others injured when he swerved off the track and crashed into the guard-rail.

200 Laps.

A lap is two and one-half miles long, there being two hundred laps to the race. The average time to run the five hundred mile course is about five and three-quarter hours.

With the use of two-man cars for the first time this year, it is expected that Pete De Paolo's record of 101.13 miles an hour established in 1925 will be broken.

The race is worth about $40,000 to the winner. Last year Keech won $20,000 as first prize and an additional $20,000 from manufacturers and sportsmen which was offered for various performances on the track and by the winner.

The official purse of $100,000 is divided among the victors. A crowd of about 150,000 is expected.

ROUND THE WORLD BY CAR.

YOUNG BRITONS OUT TO MAKE A RECORD.

Two Cambridge graduates, Mr. C. Ernest Shippam, of Chichester, and Mr. John Dixon, of Stokesley, recently set out on one of the most remarkable motoring adventures yet undertaken.

They will challenge the records of many other adventures who have preceded them in motoring achievements through foreign lands and uncivilised parts where motor-cars are as rare as a drink of water from the tap.

A Union Jack on the door panels will herald their nationality and the make of their 9 h.p. motor-car in which they hope to tour the world.

The motor-car, though provided in duplicate with practically every vital necessity, is a standard model except for its big wheels, designed for ground clearance, and correspondingly higher gear ratios.

Across the Desert.

Quebec, where they land, will see them on their first serious overland journey. They will then make for Toronto, and afterwards cross the United States from Buffalo.

The next stage of the journey will be Chicago, Kansas City, Los Angeles to San Francisco, and thence, by ship, to Honolulu and New Zealand.

They will cross to Sydney and drive to Melbourne and Port Augusta, whence they will tackle one of the most difficult sections of the journey—2,000 miles across the desert to Calgoorlie and onwards to Perth. Then they will go by ship to the East Indies and tour Ceylon, landing in India at Madras and driving to Calcutta, Delhi, and Peshawar before taking ship again for Basra.

The remainder of the journey will be one of the most arduous of the tour—from Bagdad to Teheran and back across the desert to Europe and Cambridge.

(*Continued at foot of next column*).

The tour is expected to occupy a year.

SHAH'S NEW CAR.

COSTLIEST CAR IN THE WORLD.

A young man in a blue uniform, with a revolver strapped to his thigh, stood guard last month over the Shah of Persia's new automobile, on display in a Broadway show window, to prevent anybody from stealing one of the hubcaps.

One glance at the car, a snow-white Pierce-Arrow, is sufficient to convince one that the Shah, when he wants an automobile, goes in for classy jobs. What with all the gold and diamonds, the Shah's new car is the costliest ever built.

Officials of the Pierce-Arrow Company refuse to say just how much it set the Shah back, but it seems probable that a person could take the diamonds off of it and buy a dozen or so Fords.

The car was built at Buffalo and will be shipped under guard to Persia.

The Shahs elegant horseless carriage is of the limousine type. The cochwork, which is spotlessly white, is richly relieved by strippings of gold. The headlamps, the door latches, and radiator, the windshield frame and the bumpers are gold. Each hubcap looks like a $5,000 gold piece.

Emblazoned on each of the doors is a golden bas-relief replica of the Shah's crown, mounted with a green jewel.

The interior is upholstered in a light champagne-coloured silk, embroidered with wreaths. It is piped with white leather and edged with gold. The wood is inlaid satinwood and the silk window curtains are finished in a figured design.

On the floor is a rug of Russian wolfhound fur, imported especially for the car. A cigarette-case and lighter of solid gold, encrusted with diamonds, is mounted so the Shah can reach it without getting a crick in his back.

There are diamonds stuck about here and there in great profusion.

Nobody but the Shah himself will ride in the new car.

The car attracted great crowds to the show window where it was on display. The enclosure in which it stood was roped off and nobody—not even such highly privileged persons as reporters—was allowed to get within 15 feet of it.

HOW MUCH A CAR COSTS PER POUND.

NO DEARER THAN BEEF AND CHEAPER THAN RAYON.

If the man who buys a low-priced automobile of this year's make compares his expenditures with other things he buys, he will find, according to the *Wall Street Journal*, "that the price of his car per pound would buy, at current wholesale prices, one pound of beef or pork, one and one-third pound of cotton, one and one-quarter pound of crude rubber, and three pounds of coffee." On the other hand, we are told, "one pound of the rayon used in his wife's dresses is almost six times the price of his automobile per pound, and one pound of raw silk at a wholesale price, more than twenty times the price of his car per pound."

This is a new way of looking at the cost of automobiles, emphasising the oft-asserted statement that nowadays one gets more for his money in a motor-car than in almost any other article.

And in the five years since 1925 the prices of automobiles have gone down with the prices of other commodities, continues the *Wall Street Journal*—

"The price per pound of the lowest-priced automobile has receded 30 per cent. from the 1925 level of 29.4 cents, and, similarly, the average price per pound of eight leading lines selling under $1,000 is now 27.1 cents, against 34.4 cents in 1925, a reduction of 22 per cent.

"Average per pound price of leading models selling between $1,000 and $2,000 is currently 37.8 cents, compared with 46.5 cents in 1925, a decline of 19 per cent. Leading cars priced between $2,000 and $5,000 have an average price per pound of 67.1 cents, compared with 80.3 cents in 1925, a reduction of 17 per cent.

The *Wall Street Journal* presents this table, showing automobile and commodity prices in 1930 and 1925:—

	1930. $	1925. $
Coffee	0.077	0.203
Cotton	0.159	0.230
Rubber	0.168	0.730
Pork	0.205	0.223
[illegible]	[illegible]	[illegible]
Cars under $1,000	0.271	0.344
Cars, $1,000-$2,000	0.378	0.465
Cars, $2,001-$5,000	0.671	0.803
Rayon	1.150	1.896
Silk	4.530	6.679

SEQUEL TO FATAL MOTOR SMASH..

CLAIM FOR TLS. 20,000 IN SHANGHAI COURT.

A fatal accident in Bubbing Well Road when a motor-car collided with a motor-cycle driven by G. A. Griffiths and caused his death, had a sequel in the District Court in Shanghai last week, says the *N.-C. Daily News*, when the deceased's widow brought an action for Tls. 20,0000 against the Lung Lung Garage, the owners of the motor-car, and Tan Ah-moon, the driver.

The accident occurred on August 5, near the Ascot Apartments, and that Mr. Griffiths, who was thrown from his motor-cycle to the pavement, died instantly. The driver of the motor-car was brought before the Provisional Court and sentenced to 18 months' imprisonment, which sentence was reduced to 14 months' imprisonment by the Appeal Court.

Mr. H. D. Rodger, for Mrs. Griffiths, said that he had written a letter to the Lung Lung Garage, situated in Nantao, in which he asked the proprietor to pay compensation to the deceased's widow, but on receiving the letter the proprietor closed the garage. Counsel said that he was informed that the proprietor was now working for the Nantao Customs and was receiving $100 a month.

Wrong Side of the Road.

Mr. Rodger stated that deceased's death was caused solely by the carelessness an negligence of the chauffeur when he drove the car on the wrong side of the road and at an excessive speed. This had been proved in court by two German witnesses who were driving a car which Tan Ah-moon attempted to overtake. Counsel said that these witnesses could be later called if necessary as they were not at present in Shanghai.

Plaintiff's counsel remarked that according to insurance statistics based on 100,000 lives, the deceased, who was 31 years old had a life expectancy of more than 30 years, and as his salary in the Telephone Co. was Tls. 285 per month, he would have earned in that period Tls. 3,420 a year at his present salary, not counting any allowances or increases.

The deceased was the sole support of his wife and a five-year-old son, and as a result of the negligence of the second defendant, they were deprived of his maintainance, companionship, love and affection.

Judge Ying said that a summons had been issued to the first defendant, but as he did not appear in Court he would order another summons to be issued. Tan Ah-moon who was brought into Court under police escort was questioned by the Judge regarding the first defendant's connection with the Lung Lung Garage, and said that he was the proprietor. The case was adjourned to June 2 when another summons will be issued and the two German witnesses will be called.

BRITISH MOTORS.

LAST YEAR'S PRODUCTION MORE THAN £250,000.

EXPORT INCREASE AND IMPORT DECREASE.

In spite of the decrease of just over a thousand in the number of new motor vehicles registered during last December, as revealed in the Ministry of Transport's latest returns, the production of British cars and commercial vehicles has increased to well over a quarter of a million, according to the 1929 estimates of the Society of Motor Manufacturers and Traders.

One reason for this is the big advance in British motor exports, for during 1929 Britain's exports went up by more than £1,100,000, while imports decreased by £395,423. Although there was a slightly smaller number of new registrations at the end of the year therefore, the decrease represents a falling-off in the sales of foreign cars and there has actually been an increase in British car sales.

Another reason for the fewer number of cars bought in December is that the severity of last winter caused many prospective motor owners, anticipating similar conditions this year, to postpone buying their car until the spring.

The total number of motor vehicles in the country is about a million-and-a-half compared with 1,307,000 in 1928, so that while there may be fluctuations in the increase from time to time the numbers are steadily growing.

It is estimated that the motor industry employs directly about 270,000 people. The export trade is improving steadily the figures for 1929 showing an increase of 30 per cent. over those for 1928.

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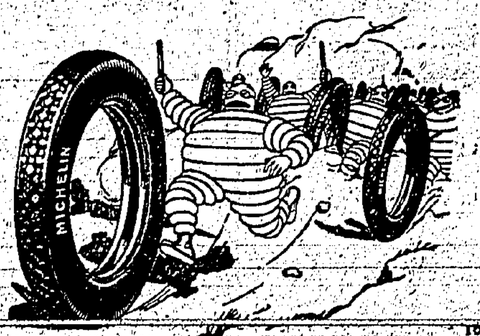

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MOTOR NOTES.

A 'FLUID FLYWHEEL.'

SIMPLER AND SAFER DRIVING.

The Daimler Company asked the motoring correspondent of the *Times* to inspect, test, and report upon a special form of power transmission for motor-vehicles which is now to be placed on the market, and is known as the "Fluid Flywheel." The invention is ingenious in its simplicity, and, while undoubtedly adding to the safety of driving, provides a motorist with a new sensation and fascination.

With the Fluid Flywheel it is possible to start the car from rest and to drive on the level, with or without traffic checks, also against ordinary loads, without using the clutch pedal or the gear lever, and to bring the car to rest with the engine still running. It is impossible to stall or stop the engine, however severe the load. A car fitted with this device can be driven in the same way as one without it. Both hands are free in traffic for the steering wheel, the horn, and signalling, while two pedals only need be worked, and normal practice with the right foot is followed. The saving in fatigue in not having to use the left foot or the clutch pedal is pleasant. The long familiar cry of "five miles an hour on top speed" is not only true in this case, but is far surpassed, since the car can be kept moving absolutely evenly and sweetly at any speed, even one mile an hour, down to the zero mark.

Construction.

The flywheel consists of two main parts made of aluminium, one of which forms the driving member and the other the driven member. Both are cup-like in section and are divided into a large number of cells by radial webs. A small gap separates the driven member from the driving member so that the latter may freely rotate. The driving member is cylindrical, so that the driven member is enclosed within it and the whole compartment is filled with oil. In passing the power from the engine to the transmission the oil starts on a circulatory motion between the cups of the driving and driven members. In passing from the webs of the driving to those of the driven members the oil is retarded in velocity and, therefore, releases kinetic energy which sets the driven member in motion. At ordinary speeds the oil needs but little retardation to develop the required driving torque, hence the lag or slip between the driving and driven members is of little account. On the other hand, the slip can become complete at full torque and enable the engine to develop full power in gear without the car moving. From this flywheel casing a short shaft connects with an ordinary small inverted faced cone clutch just in front of the gear-box. This clutch is only used for gear changing. The advantages are, in my opinion, that no complication is introduced, no wear takes place, and, therefore, no adjustment is necessary and no additional weight is involved; only a little extra space is required and then only for the small friction clutch, and so smooth is the drive that there should be less wear throughout.

Tests.

My first test was with a two-ton Double-Six "30" Daimler saloon fitted with the Fluid Flywheel. I drove it before examining any parts of the device, seeing any drawings, in fact, without knowing anything about the invention; this was because I was asked to get an entirely fresh impression as a driver. I started the car from rest, with the top gear and the clutch pedal engaged by merely releasing the brake and pressing the accelerator pedal. This I did a number of times during the trial, including on up-gradients, and with the car running backwards. The top gear was, I understand, 4.57 to 1. There was no snatch or fierceness, even with the throttle immediately opened and held open. The drive was taken up smoothly, with reasonable acceleration, and without undue slip or noise of engine racing. I placed one of the front wheels, almost at right angles, against a high and steep kerb, with the top gear and clutch pedal engaged and the car stationary. I then opened the throttle fully. The engine ran up to about 500 r.p.m. and remained at that, the car not moving. I tried the saloon at 60 or so on top, and nearly 50 on third, and the behaviour was quite normal, as was also early gear changing. I also held the car stationary with the hand brake, with the top gear and clutch pedal engaged, and opened the throttle fully. Directly the brake was released the engine raced, but the car started smoothly.

Afterwards I inspected drawings and the parts, took the car out again in the traffic in Coventry, and looked under the floorboards. As I wished to verify some further points, a 25 h.p. 6-cylinder Daimler enclosed drive limousine was sent up to London a day or two later for a second test. This car had a back axle ratio of 5.14 to 1. I particularly wanted to observe the acceleration powers of a 6-cylinder car in London traffic, especially from rest after halts, and the question of heat in the engine and flywheel casing. I drove for an hour without touching clutch pedal or gear lever, with top engaged and with only two voluntary halts. The engine was never stopped, except by mistake for a few seconds after a traffic halt, when the hand-throttle setting was too far back. The acceleration and crawling powers of the limousine well satisfied me. There was no sign of steaming of the cooling water—and the day was warm—while the test provided the maximum amount of engine slip likely to be met with in the ordinary way.

I took out a Double-Six "30" saloon with a 5 to 1 top gear for three-quarters of an hour and without the engine being stopped or the speed lever or clutch pedal being touched except for one reverse. Eventually I drove using the gears both up and down as with an ordinary car, and the action was perfectly normal with a delightful change speed. In all three trials the engine kept perfectly cool, as did also the friction clutch. The Fluid Flywheel casing naturally gets hot, but so long as there is good scuttle ventilation this should be of little account.

The Daimler Company are now prepared to fit the device for £50 extra to the Double-Six "30" model. It is to be hoped that they will develop its application to the 6-cylinder models and those of the smaller horse powers. I should like to see it applied to commercial vehicles as well as to cars.

TRANS-ATLANTIC "SUICIDE SEASON."

(*Continued from Page 1.*)

Paul Montgomery, an Englishman, proposes flying the Atlantic from west to east, and Captain Charles E. Kingsford-Smith, the Australian of Southern Cross fame, has not announced which direction he will fly.

Captain Abrenoberg, a Swedish airman, Lieutenant Haya and Commandant G. Morato, and the Danish military pilot Knud von Clauson, are others who have announced trans-Atlantic flight attempts.

Three Hungarians, Eugene Czapary, George Endresz and Steven Grosschmidt will take off from Detroit on an air venture which they hope takes them back to Budapest.

Captain L. Carretier is one of the lone airmen who plans a solo flight from east to west.

And Airships.

Britain's second largest airship, R100, will make a return trip from the mother country to Canada and the German Graf Zeppelin will glide from Seville to Pernambuco, Brazil, with stops at Lakehurst. Both ships are considered certain to make successful round-trips.

It is understood that the huge German plane, Dornier Do-X, will carry fifty passengers to New York by way of the Azores.

Colonel Gustave Leon of the Mexican Army, Herbert Fahy a test pilot, Clifford McMillan, a commercial pilot, Captain Lewis A. Yancey and John Henry Mears, the theatrical producer who once held the round-the-world record for time, are others announcing flights from North America to the European Continent, or perhaps Ireland or England.

It is understood that Martin Jensen who finished second in the Hawaii air race a few years ago contemplates a flight from Paris to New York. At the present time two French companies are building long-range planes of the Dornier Do-X size, and it is expected that when they are finished and tested they will be sent across the Atlantic which *serves as the cradle of the* deep for airmen as well as seamen.

ADVICE FOR INVESTORS.

READERS are reminded that inquiries relating to the share market are answered on page 12 every Tuesday by "Kufan." Letters should be sent to this office, and must be accompanied by writer's name and address, not for publication. Letters should be addressed to "Kufan," care of the Editor.

THE SILVER SCREEN

EMIL JANNINGS IN A BIG ROLE.

C. Paul I. of Russia, who reigned during the latter part of the 18th century, gained international fame by being murdered! This fact was brought to light with the presentation in Berlin of Alfred Neumann's play, "The Patriot." It was written around the last few days of the Emperor's life, and in doing so Neumann presented to the world the interesting incidents that led up to the assassination of "crazy Paul."

Jannings Impersonates Paul I.

"The Patriot" was purchased for the screen by Paramount not only for its interesting possibilities, but principally because the leading character offered Emil Jannings, the greatest dramatic actor on the screen to-day, an opportunity to reach the peak of his dramatic ability. Jannings has made Paul I. real and almost terrible, so realistically does he interpret the rôle of a madman.

For Paul the First was mad; there is little doubt of that. Historic facts recently revealed present him as having the heart of a child and a brain of a tiger. His actions, his orders or "edicts," prove that statement beyond a shadow of a doubt.

Paul I. was a great man for show. He delighted in flare and colour, and also prided himself on his ability to be the perfect drill-sergeant. He would drill his men until they dropped from exhaustion, and then to show his peculiar twist of mind would order the exhausted ones to be slain or banished to Siberia. He once ordered a regiment to march and then forgot to halt them! They were in such a state of fear of him that they marched into Siberia, where one by one they dropped. Paul, on being informed of this, laughed heartily.

Fears His Subjects.

But his subjects' fear of him was no greater than his fear of his subjects. He constantly dreaded being murdered. He built what he thought to be a murder-proof castle at St. Petersburg to hide in. His greatest fear was at night to be alone. He could not escape himself.

Paul had good reason to fear for his life had he known it. His most trusted friend and adviser was the leading light in his downfall. That man was Count Pahlen, Minister of War. *He pitied the Tsar, yet pitied* his countrymen greater, and resolved to put the Tsar off the throne and set Crown Prince Alexander up in his father's place.

How he accomplished this, and the many interesting incidents leading up to the climax, serves to make "The Patriot" the outstanding picture and story of the year. It has been called the "wonder picture" and rightly so.

This filmed version of Russian history was directed by Ernst Lubitsch for Paramount. He assembled a remarkable cast around the great Jannings. It includes Florence Vidor as Countess Covermann, Lewis Stone as the Count Pahlen, and Neil Hamilton as Crown Prince Alexander. Two other well-known character artists are Vera Voronina and Harry Cording.

The picture opens to-day at the Majestic Theatre, Kowloon, for an extended run.

SUBURBAN HEIGHTS—MAN AND THE MOTH By GLUYAS WILLIAMS

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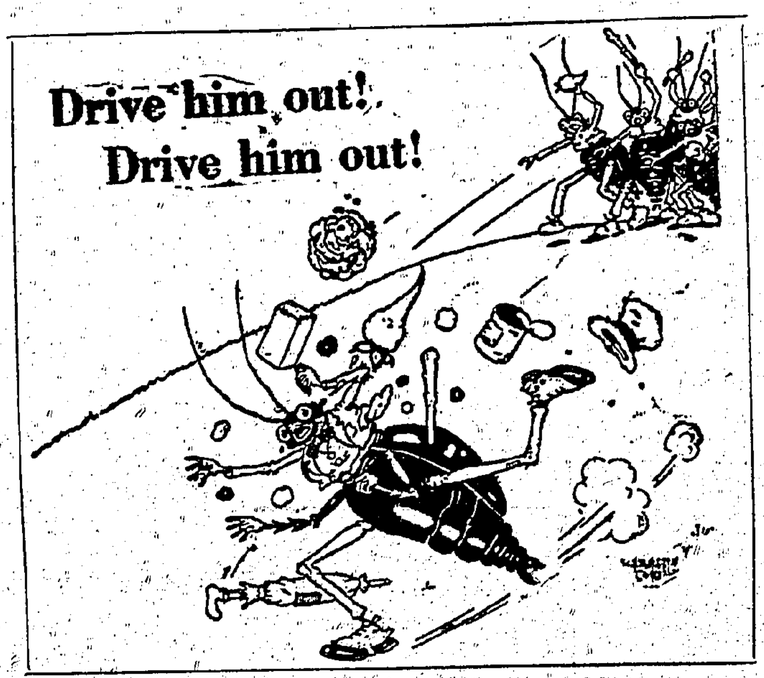

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ALLEGED FRAUD ON RACE CLUB.

STORY OF RUSSIAN'S CHEQUE.

Described as a Russian tradesman, V. G. Konovaloff, was brought up at the District Court, Shanghai, last week and charged on two counts of fraud.

The accused, it was alleged, had cashed a cheque for $200 on the Hong Kong & Shanghai Bank, in the 'members' bank of the Shanghai Race Club on March 29, which, on presentation, was dishonoured, and was also concerned in defrauding a haberdashery store, at No. 158 Szechuen Road, when a cheque for $68.50 on the same bank had been given to the shop for goods supplied.

Mr. Kum, prosecuted and M. P. Premet, appeared for the accused.

The *N.-C. Daily News*, says the case for the prosecution was that Konovaloff had an account at the Hong Kong & Shanghai Bank with $5.71 to his credit. Knowing that he had a small balance prisoner approached Mr. E. G. Tait, who was in charge of the members' bank, and asked him for $200. Mr. Tait seeing that he wore a member's badge gave him the money and took a cheque from him which was subsequently returned to the Race Club, marked "refer to drawer." The police were informed of the incident when it was discovered that Konovaloff was not a member of the club. Det.-Sub.-Insp. White made inquiries and learned that accused had signed several other cheques on the bank which were dishonoured. The bank had warned the accused of cheques continuously being dishonoured, and asked him to withdraw his balance.

In the second case, the police alleged that prisoner's friend had purchased $68.50 worth of goods from No. 158 Szechuen Road, and his companion had signed a cheque which was taken from his cheque book, with a fictitious name.

Konovaloff admitted both charges, but denied that he had gained entrance to the members' stand by being in possession of a member's badge. Prisoner said the only reason why Mr. Tait had cashed his cheque was because he was wearing a new suit and looked respectable.

Mr. Tait on being questioned by the Judge was emphatic in that the accused had a member's badge, otherwise, he would have not cashed the cheque. Mr. Tait, with the Court's permission, asked the accused how he could have gained entrance to the member's stand if he had not been wearing a badge, and prisoner replied that he was well dressed on that occasion and passed as a member.

Judge Hyni, who was sitting with Procurator Chau, said he would adjourn the case and allow the accused $1,000 bail if he could furnish that sum.

THE ABOLITION OF LIKIN.

CONFERENCE TO BE HELD NEXT MONTH.

A conference is to be convened in Shanghai next month by Mr. T. V. Soong, Minister of Finance, to discuss questions relating to the abolition of *likin*, and Mr. Li Hung Chi has arrived in Shanghai for the purpose of making the necessary arrangements.

The Chinese Press (quoted by the *N.-C. Daily News*) mentioned that Mr. Li had ordered the financial authorities of the different provinces to send their *likin* collection officials to Shanghai before the end of this month so that the conference may be held early in June. Mr. Lo, who is chairman of the Commission for the Abolition of *Likin*, says that the National Government has given an undertaking to abolish *likin* before October 10, 1930, and, as this date is fast approaching, measures must be discussed immediately.

The main obstacle to be overcome by China after the abolition of *likin*, says the Chinese Press, will be that of meeting the deficiency in China's revenues caused by the abolition of this tax, because the Ministry of Finance has no information at present as to the amount of *likin* collected in the different provinces.

Mr. Li, in his instructions to the financial authorities, says that detailed reports of present financial conditions of the various provinces must be sent to him at once to enable him to ascertain the amount of *likin* collected so that steps may be taken to meet the deficit caused by the abolition of the tax.

THE NAVAL PACT.

HOPES OF APPROVAL BY THE SENATE.

FURTHER ANGLO-AMERICAN NOTES.

[UNITED PRESS.]

Washington, May 20.—Administration leaders to-day expressed the hope that the Senate Foreign Relations Committee would submit a favourable report on the London Naval Limitation Treaty next Monday and that the Senate as a whole would be able to consider the pact before the adjournment.

Despite the opposition of the General Board, the adoption of the treaty is believed to be virtually certain, although a continuance of consideration from the regular session to the "short session" opening December is considered a possibility.

Rear-Admiral Joel R. P. Pringle said to the Senate Foreign Relations Committee to-day:—

"I am unable to subscribe to the alteration of the relative American and Japanese naval strength because the 5-5-3 ratio gave America a chance, while the new treaty lessens its chances of successful operation."

Admiral Pringle said that the United States needed 15 six-inch-gun cruisers, and that the remainder of its additions should be eight bigger cruisers. These were needed, he declared, because the British and Japanese fleets had seven battle cruisers.

Rear-Admiral Jehu V. Chase insisted that the treaty would create "a misfit American Navy without parity," and he also said that the Washington Treaty's prohibition of the development of naval bases on the Pacific made the defence of United States' Pacific interests difficult. Admiral Chase voiced objection to the "escalator clause" because he felt that it was bound to react unfavourably upon America.

Article 19 of the Treaty, he said, permitted Great Britain to make unlimited substitution of eight-inch guns for six-inch. He declared that the permitted modernization of American ships would not make them the equals of the British ships Rodney and Nelson.

Considerations of national defence, he asserted, required the limitation of Japan to 60 per cent. of the forces permitted the United States.

Rear-Admiral Pringle's Admission.

Washington, May 21.—Because some Senators interpret Article 19 of the London Naval Limitation Treaty as permitting Great Britain, during the life of the treaty, to scrap six-inch and begin building eight-inch cruisers providing they are not used until the treaty expires, it is understood that Col. Henry L. Stimson, head of the American delegation to the conference, has tentatively agreed to an exchange of clarifying Notes with Great Britain and Japan.

Senator William E. Borah, chairman of the Senate Foreign Affairs Committee, declared to-day that his committee is proceeding on the understanding that the treaty is to be disposed of at the present session of Congress.

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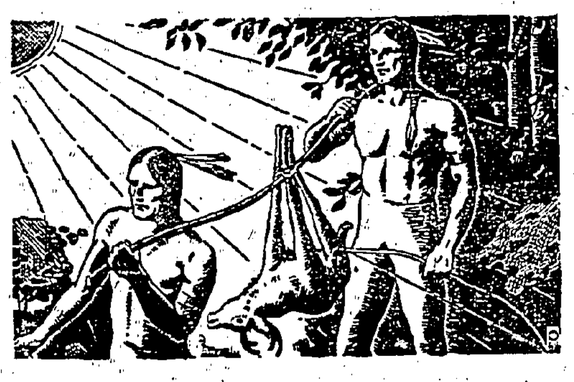

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A NEW UNION CHURCH FOR KOWLOON.

FOUNDATION STONE LAID YESTERDAY BY HON. MR. SOUTHORN.

A PERPETUAL INSPIRATION FOR HAPPINESS AND WEAL OF MAINLAND.

The cherished hope of many Kowloon residents was fulfilled yesterday afternoon when the foundation stone of the new Church Building and Manse of the Union Church, Jordan Road, Kowloon, was laid by the Hon. Mr. W. T. Southorn, C.M.G., Colonial Secretary.

The service of laying the foundation stone was held in a matshed over the spot where the stone was laid. Quite a large gathering of members of the Union Church congregation assembled to take part in the ceremony. Among those present were Rev. J. Horace Johnston, Rev. Frank Short, Rev. W. W. Rogers, Rev. J. C. Knight Ansley, and members of the Church Committee. Representatives from the Union Church, Hong Kong, in the persons of Messrs. C. C. Hickling, H. Lamb, A. T. Humilton, J. L. McPherson, were also present, also a large number of ladies, including Mrs. Harvey, Mrs. Nelson, Mrs. Forsyth and Mrs. Short.

The Ceremony.

The Rev. W. W. Rogers led the ceremony with a prayer of invocation, followed by an address given by the Rev. J. Horace Johnston, who said:—We have the joy to-day of seeing our hopes taking shape. This evening's ceremony marks a definite stage in the progressive realisation of our purpose. Our aim is to establish in this part of the Colony a centre of Christian life and influence—to build up a Church where Christian folk, of whatever nation or denomination, may find a spiritual home and unite in the service of God and man—to found, in fact, a Union Church, that shall be worthy of the name.

This aim has been cherished ever since Kowloon began to attract British residents in any considerable number. As far back as 1902, services were held in Kowloon British School by the Rev. C. H. Hickling, then Minister of Union Church, Hong Kong, but they were soon discontinued owing to the difficulty of finding a suitable hour. In 1905, the Church of England was enabled, through the generosity of the late Sir Paul Chater, C.M.G., LL.D., to obtain a splendid site and erect a Church in Kowloon. The services were simple and evangelical and members of all denominations were made welcome. Thus the need for a second Union Church on this side of the harbour did not become acute until about 20 years after Mr. Hickling's early experiment. Then the Rev. J. Kirk Maconnachie, his successor, initiated a fresh effort, and Sir Paul Chater came forward again with an offer to defray the cost of a Church, if the Government would provide a site. A petition, signed by 200 Kowloon residents, was presented to the Government in 1922, appealing for the grant of a site for a Church similar in principles to the Union Church in Hong Kong. The Government, unfortunately, had little choice of site to offer, and negotiations were protracted.

Minister Gets "Call."

In the meantime inquiries were made at home in England for a suitable minister, and the present speaker, an ordained minister of the Presbyterian Church of England, accepted the task of building up a congregation in Kowloon and was welcomed to the Colony on November 23, 1923. Services were begun in the Central British School (by kind permission of Government) on the first Sunday in January, 1924. Not long afterwards, a provisional agreement was reached with the Government. On the one hand, permission was given for the erection of our present place of worship, as a temporary structure, and it was opened on September 19, 1924, by Lady Severn, accompanied by Sir Claud Severn, who was Colonial Secretary at that time. On the other hand, reservation was made of a large site beyond the Kowloon Hospital in Ma Tau Wei, for a permanent Church.

When the period for the reservation expired, it was unanimously agreed that the site in Ma Tau Wei was too remote from the present congregation to justify the erection of a Church there. Accordingly that spacious site was surrendered in exchange for a strip of land in Jordan Road, which will just suffice for the buildings we require. The Hon. Sir Paul Chater died on May 27, 1928 (four years ago to-day) and yet he reposed such confidence in Mr. Maconachie and the success of the issue, that he passed over the princely gift of $100,000, while the negotiations were still at an early stage, and the prospect of his seeing the completed work was already growing dim.

An Endowment Fund.

The cost of our present little Kirk was met out of the interest on the capital sum. And there has further accrued, during the past six years, a considerable amount from the same source. This has encouraged the congregation to make an effort to save part of the capital as an endowment fund. So, in June last the building scheme, it was resolved at the same time to open a Church and Manse Building and furnishing fund, whereby it is hoped to raise $10,000 within two years. This, when added to the accumulated interest, will enable us to place on this site a group of buildings approximating $100,000 in value and still retain $40,000 or more, as a very necessary endowment fund. Our numbers are small, but our people are large-hearted and, already, $4,500 have been received towards this year's $5,000 mark. (Let me take this opportunity to announce an addition to the above figure. Yesterday, I received a donation of $150 from the Hon. Mr. Southorn. We tender him our most grateful thanks for this further mark of his goodwill. It is an encouragement which is greatly appreciated).

In these days of religious unsettlement, when habits of Sunday observance and Church attendance have been thrown carelessly aside, the task of building up a Church is one which makes a big demand on the faith and courage of our little flock. But our work is well founded and we know that small beginnings may lead to noble results. Such is our thought this afternoon as we proceed to the laying of the foundation stone of our Church edifice. And we are proud to have associated with us in this act one whom we have learned to respect very highly, both as a man and as an Officer of Government. We welcome very sincerely the assistance to-day of the Hon. Mr. W. T. Southorn, C. M. G., because we believe that he is in sympathy with our aims, partly on account of his own connection with a non-conformist Church, and partly on account of his connection with the Government of the Colony, for within these walls now rising, men will be taught in the name of Christ those exalted ideals of life and sound principles of conduct which conduce to worthiest citizenship.

Mr. Southorn's Reply.

Mr. Southorn, in reply, said:—Mr. Johnston, ladies and gentlemen,—It is a great pleasure and a great honour to me to be invited to lay the foundation stone of the new Union Church in Kowloon. I have, as you know, a great faith in the future of Kowloon, and though I do not expect it to oust Victoria from its place as the business centre of the Colony, I do expect it far to outstrip the Island of Hong Kong in the number of its inhabitants. It is, therefore, fitting that the Union Church should prepare itself for the future by building a habitation worthy of its high purpose, and I am glad to be thus associated in your work.

I congratulate you on the care with which you have husbanded your financial resources. Thanks to the generosity of that large-hearted man, Sir Paul Chater, whose liberality knew no bounds of race or creed, and to the wise caution of those who have managed your affairs, you have every prospect of opening your new church not only free from debt but with a substantial endowment to assist in its support. I wish you every success in the raising of those additional funds to which Mr. Johnston has referred.

I thank you, Mr. Johnston, for your kindly reference to myself. It does give me special pleasure to assist in the erection of a Union Church. I am a firm believer in Unity and have always felt that the disunion of the Christian Churches is one of the greatest stumbling blocks to the universal acceptance of the basic principles of the Christian Faith. I, therefore, pay high tribute to those who, sinking those minor differences of outward form, were inspired to raise in this Colony undenominational churches dedicated to the teaching in their simplest forms of what you have so well expresed as "those exalted ideals of life and sound principles of conduct which conduce to worthiest citizenship."

To such work this new Union Church is dedicated and I take this opportunity of expressing the universal regret that you should have been deprived, by the lamented death of the Rev. F. C. Young, of the assistance of one who would have been a tower of strength to [illegible] cut off in the in scrutable wisdom of Providence, in the prime of life, Mr. Young, in his short career in this Colony, had already won for himself a high place in the esteem of the people and had given promise not only of preserving but of raising still higher the beneficent influence of the Union Churches.

To you, Mr. Johnston, who now see the abundant fruition of your six and a half years of devoted service, and to your colleagues, I offer my best wishes for the successful completion of the new church and my earnest hope that it may be a perpetual inspiration for the happiness and well-being of the people of Kowloon.

"To the Glory of God."

The Hon. Mr. Southorn was then presented with a silver trowel, a gift from Messrs. Leigh & Orange (architects of the Church Building) with which Mr. Southorn assisted in the stone-laying.

Having carefully adjusted the stone on its foundation, Mr. Southorn pronounced the work complete and said: "To the glory of God and in His Service, I do declare this stone well and truly laid."

The Rev. Frank Short then gave a prayer of dedication, followed by a hymn. "This stone to Thee in faith we lay," by the congregation. The service closed with the Benediction by the Rev. J. C. Knight Ansley.

The New Church.

The new Church Building, which is expected to be completed by about the end of the year, stands on an extension of the present site of the Union Church in Jordan Road, Kowloon. When completed, it will accommodate over 300 persons, and in addition a Church Manse is being built. The whole work is being done by Messrs. Sang Lee, contractors, and Messrs. Leigh & Orange are the architects. The new Church and Manse are being built at a cost of $80,000. The present small Church will be used as a Church Hall and Sunday School.

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HULUTAO HARBOUR.

FINE SEAMANSHIP IN LONG TOW.

The Shanghai Tug & Lighter Co., Limited, has recently completed an ocean tow of some magnitude. As is generally known, the Chinese Government awarded the contract for the construction of a breakwater and harbour at Hulutao some months ago to the well-known contractors, the Netherlands Harbour Works Co., which only recently completed the new harbour at Macao.

Hulutao is a bleak promontory situated almost in the north-west corner of the Gulf of Pechihli, some 90 miles to the north-east of Chinwangtao and the question of transporting the necessary construction plant the distance of some 1,600 miles from Macao to Hulutao had to be considered. Eventually, the Shanghai Tug & Lighter Co.'s tender was accepted for the towage of six barges, mostly of the hopper type, loaded with machinery, launches, deck barges and plant, the tug Otto, and the sheerlegs Hercules, and the tugs Saucy, 514 tons gross, 1,800 i.h.p., and St. Sampson, 451 tons gross, 1,200 i.h.p., were detailed for this undertaking. These two tugs sailed from Shanghai on March 20, arriving at Macao three days later.

First Tows Leave Macao.

On the morning of March 27, says the *N.C. Daily News*, the tugs left Macao, the Saucy with three loaded barges and the St. Sampson with two loaded barges and the tug Otto in tow. Shortly after clearing the harbour, a dense fog shut down which compelled the masters of the tugs to anchor with their tows until 11 a.m. on March 28. When the fog cleared partially, the tugs were able to resume their voyage. At 7.15 o'clock the same evening, Waglan Light was passed and fairly fine weather was experienced until after Breaker Point was reached, when dirty weather commenced to set in with a strong breeze and a nasty sea from the north-east which caused the tow to labour heavily and ship heavy water.

A Wise Decision.

The weather gradually got worse and, at 5.20 a.m. on March 31, when Chapel Island was abeam, the weather had freshened to a gale with high seas. The tugs, with their tows, were making very heavy weather of it and made no headway. Shortly afterwards, on due consideration, Captain Josefsen of the Saucy, who was in charge of the tows, finally decided, for the safety of the tows, to run for Amoy Outer Harbour for shelter and, shortly after noon on that day, the tugs were anchored in Amoy outer harbour. It was then proved that Captain Josefsen's decision to run for shelter had been most wise, for, on examination, it was found that certain units of the tows had sustained structural damage and were leaking and, if the tow had been continued in that heavy weather, it is probable that the damaged units of the tow might have foundered with their valuable cargoes. Furthermore, it might have entailed serious loss of life.

As it was found impossible to dry dock the damaged barges in Amoy, the only alternative was to beach them and this was consequently done, but, owing to the few hours available for work by this method, the necessary repairs were not completed until the afternoon of April 9.

Wheel Chains Carried Away.

At 5 a.m. on April 10, the tugs once more resumed their voyage, experiencing moderately fair weather and smooth seas until 4 a.m. on April 12, when it commenced to breeze up from the north-north-east with a nasty sea rising which caused the tows to labour heavily. One of the barges comprising the St. Sampson's tow repeatedly carried away her wheel chains and this increased the difficulties of this tow. At 7.20 a.m. on April 14, two of the barges of this tow collided with each other with the result that one sustained damage to her bow. By this time, the tows were in the vicinity of Bonham Pass and Capt. Josefsen, discovering that one of his units was very much down by the bows and apparently on the verge of sinking, came to anchor under Napier Island for the purpose of effecting repairs. With the aid of the tug's salvage pumps and cement, he succeeded in carrying out and completing repairs by 6 a.m. the same day when he resumed his voyage, arriving at Hulutao at noon on April 18. Shortly after arrival a strong north-easterly gale sprang up and Captain Josefsen received instructions to take his tow to Newchuang and deliver it at that port.

Rudder Post Fractured.

Before the Saucy anchored at Napier Island, the laodah of one of the units of St. Sampson's tow signalled that his rudder post was fractured and Captain Scott, of the St. Sampson, after discussion with Captain Josefsen, decided to make for Shanghai to effect the necessary repairs. He arrived here on the morning of April 15 and left again for Hulutao on April 23, eventually arriving without further mishap at 2 p.m. on April 28.

The Saucy again left Shanghai on April 29 for Macao and left that

(Continued at foot of next column).

port on May 4 with the sheerlegs Hercules and a loaded hopper barge in tow. Moderately fine weather was experienced throughout this voyage and the tow arrived at Hulutao at 4 p.m. on May 14, when Captain Josefsen handed over his units to the representatives of the Netherlands Harbour Work Co., thus bringing the work contracted for to a successful conclusion.

WHY NOT THE S.C.A.?

WOMAN'S APPEAL TO CHAMBER OF COMMERCE.

SEQUEL TO MOTOR FATALITY.

Apparently there are many Chinese who do not avail themselves of the facilities provided by the Secretariat for Chinese Affairs for attending to their troubles. According to a letter written to the Chinese Chamber of Commerce by a woman living at Shamshuipo, her daughter, aged 10, and another girl, aged 8, were killed in a motor accident about two months ago. It was stated in the letter (which was read at yesterday's meeting of the Chamber) that the car was driven by a German resident, and that the accident took place between Laichikok and Cheung Sha Wan.

It appears from the letter that the accident was reported to a police-officer at the time or shortly afterwards, and the woman seems to have been given the impression that an investigation into the affair would be held within two or three weeks. At the end of that period, however, she alleges that nothing was done, and a visit to the German Consulate also proved fruitless.

The woman stated that her child was an only daughter, and asked if the Chamber of Commerce could do something for her.

After a short discussion, the Chamber decided to take up the matter with the police authorities.

Why Take Action?

A member questioned whether such a matter was within the province of the Chamber of Commerce. He thought it was essentially a matter for the Courts.

Discussion followed, in the course of which it was stated that the lower and middle-classes of Chinese in Hong Kong looked to the Chamber of Commerce to assist them in many personal affairs. The matter might not be strictly one for the Chamber to deal with, but the least they could do was to bring to the notice of the authorities the fact that they have received a letter from a woman who believed she had a grievance, and leave the matter in the hands of the authorities.

It was also pointed out that on previous occasions the Chamber had assisted in matters that were not strictly commercial, and had not only been successful but had been officially recognised.

WATER TANKS NO LONGER WANTED.

MERCHANTS COMPLAIN TO CHINESE CHAMBER.

SPIRITED PROTEST BY THE MEETING.

Some lively discussion took place at the Chinese Chamber of Commerce yesterday when a letter was read from a merchant who owns a godown at Connaught Road West, to the effect that a water tank, erected during last year's water shortage, has not yet been pulled down. It was stated that the water tank interfered with the godown's business.

The letter went on to say that even coolies working for the godown had to go a little longer way. The writer asked if the Chamber could not negotiate with the authorities to cause the tank to be removed.

Mr. M. K. Lo, who was present, stated that as far as he could see, the tanks were erected following a series of public meetings last year. They were not meant to last long and obviously were not strong and had no foundation. Those present would probably recall one of the tanks gave way in Connaught Road Central, near the Douglas Wharf last year. Even if a water shortage was feared this year, said Mr. Lo, the tanks would be of little use.

Mr. Lo went on to say that the capacity of the tanks—he was only speaking from memory—was about 3 million gallons, but he understood that the harbour pipe line could convey more than that water to the Colony per day and he saw no justification for the preservation of the tanks. In time of emergency, the interests of individuals were readily sacrificed for the interest of the public, but no individual should be made to suffer unnecessarily when there was no emergency.

Other opinions were also expressed, all in favour of the removal of the tanks, and it was ultimately decided that the Chamber should approach the Government and request the latter to cause the tanks to be removed with as little delay as possible.

THIRTY-FIVE YEARS' GOOD WORK.

GATHERING AT QUEEN'S COLLEGE.

PRESENTATION TO MR. E. RALPHS.

At the Great Hall, Queen's College, yesterday, the Chinese members of the Education Department gathered to make a presentation to Mr. E. Ralphs, who is shortly leaving the Colony on retirement after 35 years of service in the Colony.

Mr. Ng Fung Chau made the presentation, and on the platform were members of the staff of the Technical Institute.

In the course of his speech, Mr. Ng paid tribute to the work of Mr. Ralphs, both in the Education Department and in the St. John Ambulance Brigade.

Continuing, the speaker said that all present knew how much Mr. Ralphs had done for the education of the Colony, particularly in regard to the Chinese community, and in this instance, they were particularly grateful. Shakespeare said, "If it be true wine needs no bush, 'tis true that a good play needs no prologue," and he would add that a worthy man like Mr. Ralphs needed no praise from him.

The Presentation.

In making the presentation, Mr. Ng said:—Mr. Ralphs, on the occasion of your impending retirement to enjoy your well earned rest, we, the members of the Chinese staff of the Education Department and the students of the Vernacular Teachers' Classes, together with some of your personal friends, are assembled here to-day to tender to you our homage and an expression of sincere regret at the approaching date of your departure.

You have done enough in our interests, and we hold this reception here in order to put on record our deep appreciation of your kindness and grateful thanks for the many favours you have done to us.

Therefore, Mr. Ralphs, on behalf of a very large number of subscribers, I will ask you to accept these scrolls, this blackwood table and this set of Chinese incense burners and candlesticks of your own choosing as a small token of our affection, our esteem and our gratitude.

The blackwood table bears a suitably inscribed silver plate which, as time may tend to forgetfulness when you are away from us, will bring to your mind a remembrance of your Chinese well-wishers in Hong Kong. In conclusion, let me, on behalf of all present, wish you a pleasant voyage Home, a happy reunion with your family, and that providence has in store for you a long period of life, full of happiness and prosperity. (Loud applause.)

Mr. Ralphs' Reply.

In accepting the gift, Mr. Ralphs said that he found himself in a very trying position. After serving 35 years in the Colony, it was rather a wrench to have to leave, and if he did appear to take the matter light-heartedly, it was perhaps a tribute to the power of self-control which he had learned from the Chinese.

For a long time, he had looked forward to his retirement, with the feeling that it would be very nice to be able to return to his native land, and what was best of all, no more work! Now, on the eve of his departure, a feeling of sadness had come over him, and he was beginning to realise how much he loved this part of the world.

Mr. Ralphs said he noted with a feeling of pride that the Technical Institute had made very rapid advancement, and, funnily enough, some of the people present in the Hall were his pupils ever so many years ago.

The speaker concluded by thanking all present for their beautiful gifts and remarked that he would never forget his friends and all the kindnesses shown him during his stay of three and a half decades in the Colony.

HONG KONG WATER SUPPLY.

The total storage in the island reservoirs on the morning on Monday, May 26, amounted to 626.19 million gallons, shewing a decrease of 13.85 million gallons during the past week, the amount collected from streams being 30.31 million gallons.

The week's consumption amounted to 65.14 million gallons, which includes 20.98 million gallons from the Shing Mun Supply.

Kowloon Water Supply.

The total storage in the mainland reservoirs on the morning on Monday, May 26, amounted to 324.29 million gallons, shewing a decrease of 21.87 million gallons during the past week.

The week's consumption, not including Hong Kong supplies and 2.17 million gallons delivered to water boats at Lai Chi Kok, amounted to 30.96 million gallons.

The yield from the Shing Mun River and streams during the week was 32.24 million gallons.

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THE FILIPINO CLUB.

REPORT AND STATEMENT OF ACCOUNTS.

Appended is the report and statement of accounts to be presented at the annual general meeting of the above named Club to be held at 3.30 p.m. on June 1:—

The general committee beg to submit the report and statement of accounts for the year ending April 30, 1930.

Pingpong.—Owing to the generosity of three members of the Club, Messrs. C. S. Angeles, I. S. Castro and D. T. Bautista, who offered a big silver cup, there was keen competition in the pingpong tournament. There were twenty competitors and the championship was won by Mr. A. B. Castro, with Mr. E. A. V. Remedios as runner-up. The ladies' championship was won by Mrs. K. Gonzalez, with Mrs. C. Atienza, as runner-up.

Mah Jong.—There were twenty competitors in the Mah Jong league. First prize was won by Mr. J. B. Pomeroy, second by Mr. F. J. Brown, third by Mrs. A. T. Ildefonso, and fourth by Mrs. W. V. Field.

Baseball.—We were not as successful in baseball this year as in the previous year, having only obtained fourth place in the league.

Tennis.—Owing to shortage of players, we could not enter the Tennis League, but we have entered a team this year.

Finance.—The account for the last 12 months shows a profit of $1,426.54, showing a substantial improvement over last year's.

Club House.—Repairs and additions have been carried out during the year.

Members. The total number of members as at April 30, 1930, was 83.

The birthday of Dr. Jose Rizal was celebrated at the Club grounds in June, 1929, for the first time. The affair proved to be a very successful one.

The Club arranged with the Hong Kong Cricket Club the exhibition matches by Mr. F. Aragon and Mr. Gordon Lum, the Club having benefited financially thereby.

THE ETHICS OF TICKET-PUNCHING.

"PUNCH, BROTHERS, PUNCH!"

RIGHTS OF RAILWAY TRAVELLERS DEBATED IN COURT.

The hearing of the case in which Mr. T. G. H. Brayfield, of Messrs. Carmichael & Clerk, and residing at Taipo, was summoned on three counts was commenced before Mr. T. S. Whyte-Smith at the Kowloon Magistracy yesterday.

Mr. Brayfield was summoned on three charges, namely: (a) wilfully obstructing or impeding F. W. Winyard, a railway servant, in the discharge of his duty, in that he refused to show his ticket for the purpose of examination, or at least that he showed it in such a way that it was impossible for the complainant to examine it on May 8; (b) wilfully obstructing or impeding Li Yau Leung, a railway servant, in the discharge of his duty in that he refused to show his ticket for the purpose of examining or punching it, or, at least, that he showed it in such a way that it was impossible for the complainant to examine it on May 8; and (c) unlawfully did without permission of the Administrator of the Railway, leave or cause to be left motor car No. 324 on the railway premises or approach thereto which is under the control of the Administrator on May 14, 15 and 16.

Mr. L. R. Andrewes, Assistant Crown Solicitor, appeared on behalf of the railway officials, while Mr. T. J. Prior represented Mr. Brayfield.

At the suggestion of the Magistrate, both parties agreed to proceed with the (a) and (b) charges and continue with (c) charge at a later hearing.

The defendant pleaded "not guilty" to all charges.

The Case Outlined.

Outlining the case, Mr. Andrewes said that the two summonses were brought under section 53 of the Railway Ordinance, under which every person who wilfully obstructed or impeded any servant of the Company in the discharge of his duties was liable to be fined a sum not exceeding $100. In a book of rules, made by the Administrator of the Railway, under section 32, subsection 2, it was stated that any ticket issued would be governed by that set of rules and the Railway Ordinances. One of the rules stated that "Every person shall, when required to do so, show his ticket to any railway official duly authorised to examine the same and shall deliver such ticket to any railway official duly authorised." Another rule stated that "all tickets are and shall remain the property of the Administrator." Mr. Andrewes submitted that he mentioned this rule because when the facts of the case were given it would be clear that Mr. Brayfield, whose impression was that, having bought a ticket, it was his property, was not applicable in this case. Going farther, Mr. Andrewes mentioned that any passenger, if he should be found, upon examination, to be in possession of a ticket which should be so mutilated as to present difficulties in recognising the ticket, that passenger would be regarded as not having paid his fare.

Dealing with the events that led to the summonses, Mr. Andrewes said that he would call Li Yau Leung, a ticket collector, who was on duty on May 8, punching tickets for the 5.40 p.m. train leaving Tsim Sha Tsui Station. Li was standing between Nos. 5 and 6 platforms when Mr. Brayfield came along and produced a ticket in his right hand, between his thumb and fore-finger. The ticket collector, continued Mr. Andrewes, would say that it was covered to a large extent, and he could only read a portion of the words that appeared on the ticket.

The ticket collector asked to see the ticket, as he was not certain whether it had been previously used. Mr. Brayfield refused to hand over the ticket.

Continuing, Mr. Andrews said, "Your Worship will see that the punch is so constructed that it will not operate unless a considerable amount of the ticket is exposed."

Mr. Brayfield then boarded the train with his ticket unpunched.

Refused to Deliver Ticket.

The ticket collector reported the matter to Mr. Winyard, who boarded the train, and between Yaumati and the tunnel he went up to Mr. Brayfield, who was sitting in a first class carriage, and asked him to show his ticket. Mr. Brayfield held the ticket at an arm's length from Mr. Winyard and refused to deliver him the ticket, saying that it was his property.

The matter was reported to the Railway authorities by Mr. Winyard, and as a result the summonses were issued.

Li Yau Leung, ticket collector, told the Court that he had been employed for over a year, and punching tickets was part of his routine work. At about 5.40 p.m. on May 8, he was on duty when he noticed Mr. Brayfield coming into the Station from the direction of the Star Ferry Wharf. He held a ticket between his thumb and his index finger hiding a considerable portion of it. Addressing Mr. Brayfield, he said, "Ticket, please!" Mr. Brayfield presented his ticket and replied "punch it!" but as he was holding such a big portion of it, the collector said he could not carry out any punching. He made a gesture to take over the ticket for examination and for punching, but Mr. Brayfield withdrew his ticket and did not allow it to be examined. Witness said he had instructions to examine tickets to see that they might not be used on more than one occasion. Mr. Brayfield then went on to the train. The collector stated that he immediately reported the incident to Mr. Winyard.

Mr. Prior (cross-examining witness): You have special instructions to pay attention to Mr. Brayfield?

Witness: No. I do the same thing to every passenger.

An Angry Retort.

Dealing with the discussion he had with Mr. Brayfield in the train, Mr. F. W. Winyard said, "After the train had left the station, I went up to Mr. Brayfield and asked him to let me have his ticket. He replied that he had already shown it at Kowloon. I replied, 'I have a report that you had not done so! Will you please show it to me?' Mr. Brayfield then took a ticket out and held it at arm's length, away from me. I told him I wished to examine and punch the ticket. He told me, 'I will not allow you to touch it,' angrily."

Mr. Winyard said that he was about to take the ticket when Mr. Brayfield said, "Take your hand away from it. I tell you I will not show it to you, and that is definite." Mr. Brayfield also added that he had bought the ticket and he would not allow witness to handle it.

Mr. Prior (in cross-examination): Why did you want to see his ticket?

Witness: Because it is my duty.

Mr. Prior: Did you ever doubt Mr. Brayfield had a first class ticket?

Witness: Mr. Brayfield has a very great sense of humour. He would travel third class and go to first class. That is my impression of Mr. Brayfield.

Mr. Prior: Do you know that Mr. Brayfield had his ticket taken away from him 18 months ago? Two inspectors took it away from him and did not give it back to him till the end of the journey. Did you know that?

Witness: I have never heard of it.

Mr. Prior: Mr. Brayfield is paid special attention by the ticket collectors.

Witness: Why?

Mr. Prior: I don't know why.

Witness: Well, he has acted in such a manner that a number of people may pay attention to him. I have reported Mr. Brayfield on several occasions to the Manager.

Mr. R. Baker, Manager of the Kowloon-Canton Railway, also gave evidence and said that all the ticket collectors and inspectors had standing orders to collect, examine or punch tickets.

Mr. Prior (cross-examining): Except on one occasion, Mr. Brayfield never travelled without a ticket.

Mr. Baker: I can't remember. I think it is more than one occasion.

Mr. Prior: The Railway administration are always after Mr. Brayfield, they are always worrying him. . . .

A Sense of Humour.

Magistrate: According to Mr. Winyard, he is always worrying them. Mr. Brayfield has a great sense of humour, Mr. Winyard said. He might travel first class with a third class ticket to keep them chasing him.

Mr. Prior (to witness): The chief reason why Mr. Brayfield worries you is he is always trying to pursuade you to do certain things which he thinks should be done on the Railway.

Mr. Baker: He has not given me that impression.

Mr. Prior: Has he suggested that the latrines at Taipo should be kept cleaned?

Mr. Baker: Yes, he has done so.

Mr. Prior told Mr. Baker that till a few days ago no disinfection was put on the bucket of excreta.

Mr. Baker: We have inspectors to do that job. I cannot be expected to look at the latrines every day.

Mr. Prior: Surely, if you heard a latrine were in a bad state, you would give consideration to the report?

Mr. Baker: I had a fictitious report from Mr. Brayfield a few days ago. When our officers visited the latrine, they found that the report was unfounded.

Mr. Brayfield in Box.

Evidence was then given by Mr. Brayfield, who said that he handed a whole ticket to the ticket collector at Kowloon, and the latter should have had no difficulty in punching it.

Mr. Brayfield said that he studied the rules of the Railway Company very carefully because he had realised the attitude which officials of that Company had adopted towards him. He stated that it appeared that they were trying to get

(*Continued at foot of next column*).

him into Court. He had read the rules and had abided by them through thick and thin.

Mr. Brayfield related an experience which he had some 18 months ago when he had his ticket taken away from him by an inspector. He submitted that that was the reason why he refused to deliver his ticket to the railway servants.

Mr. Andrewes (cross-examining Mr. Brayfield): Do you regard this prosecution as unreasonable?

Mr. Brayfield: I do.

Mr. Andrewes stated that reports had been made to the Manager that Mr. Brayfield had not been complying with the regulations and the number of times he had been mentioned to the Manager had been recorded. It was alleged that within a short period it was reported that Mr. Brayfield had not been able to produce his tickets.

Mr. Brayfield, however, denied the allegations.

After hearing of further evidence, the Magistrate convicted the defendant on both charges and fined him $5 on each count.

Hearing of the third charge against the defendant was fixed for Wednesday, June 11, at 2.15 p.m.

CHINESE TENEMENT LAVATORIES.

REASONS FOR REFUSING APPLICATIONS.

SANITARY BOARD PRESIDENT ANSWERS QUESTIONS.

At the fortnightly meeting of the Sanitary Board yesterday, Mr. Wong Kwong Tin raised the question of water closets in Chinese tenements houses. He asked for the reasons why applications for installation had been frequently refused on grounds other than that of failure to comply with the prescribed conditions, and also asked that the general procedure be defined. The President (Mr. G. R. Sayer) replied to the questions.

The following were the questions and answers:—

Question:—In view of the fact that permission for the installation of water closets in Chinese tenement houses has been frequently refused on grounds other than that of a failure to comply with prescribed conditions, will the President kindly state what other conditions must be fulfilled before permission can be recommended?

Answer:—I convince that, over and above specified conditions, the Board assures itself before making any grant that the broad interests of public health will not in any way be prejudiced.

Question: Should the water carriage system be encouraged in tenements houses?

Answer:—This is a matter of policy for the Board, as a whole, to determine. The view of my department—which is endorsed by the Director of Medical and Sanitary Services—is that a policy of cautious progress is the proper one.

Question:—Will the President kindly describe the procedure attending an application for the installation of water closets?

Answer:—The applicant is required to complete an approved form; submit a plan and furnish particulars regarding the adequacy of the proposed source of water supply.

Question:—What is the usual period which must elapse between the receipt of the application and its final submission to the water closet sub-committee for consideration?

Answer:—Straightforward cases are normally placed before the Committee within a month of the application. The time which must elapse between the application and the final decision must necessarily depend in each case on the number of references back for further inquiry which the Committee finds necessary.

CORRESPONDENCE.

A CYNIC ON CURRENCY.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

SIR,—Being a thorough-bred speculator in exchange, I am strongly against the shifting of Hong Kong currency from silver standard to gold, because my activities will be entirely curtailed by such a change and my profit gone. As far as public suffering is concerned, I don't care twopence.—Yours, etc.,

EXCHANGE EXPERT.

Hong Kong, May 27.

[Our correspondent, of course, has "writ sarkastic," but his letter is not a very helpful contribution to the discussion of our currency troubles. It would be more to the point if he showed (1) that a gold currency would benefit the Colony, and (2) how the new standard could be adopted with the least risk and expense.—ED.]

APPLICATIONS FOR FLUSH SYSTEM.

DISCUSSION BY SANITARY BOARD MEMBERS.

AN IMPORTANT MOTION FOR THE NEXT MEETING.

A discussion took place at the Sanitary Board meeting yesterday arising out of an application for the erection of water closets at 182, Queen's Road Central, in connection with which a minute was made by the President, Mr. G. R. Sayer. The matter came before the full Board in accordance with a recent decision sanctioning this procedure in case the Committee who are empowered to deal with the applications were not unanimously agreed in their decision.

The Hon. Mr. H. T. Creasy (Director of Public Works) moved that the application be refused.

Mr. Sayer said he was inclined to agree with this view. He pointed out that there were two reasons why such applications should be refused. In the first place, he thought that by putting in a new contrivance in an old building, the life of such a building was unnecessarily prolonged. The other reason was the question of health, which was very important. He remembered that Mr. Lo recently moved a motion in connection with tuberculosis and, in doing so, hit the nail almost on the head." The President then went on to deal with statistics.

Mr. Wong Kwong Tin's Views.

Mr. Wong Kwong Tin asked for permission to propose an amendment. He said it was apparent that the matter of water closets was being made a lever to force owners to bring their property up to date. That, to his mind, was a wrong policy to pursue. One could not very well condemn a house for falling short of modern hygienic standards and then deny the owner of it an opportunity of improving it. Surely, he thought, the desire to instal a water closet pointed to a spirit of progress and should, therefore, be encouraged. To say that no water closet is better than a misused water closet might be true, but why should it always be presumed that those who had access were bound to misuse it?

In the present case the objection was that there was no scavening lane, and there was opposition to the laying of a soil pipe beneath the ground floor surface. Mr. Wong said his submission would be that a cast iron soil pipe four inches in diameter, embedded in a sufficiently thick layer of concrete, thus forming another pipe with an outside diameter of about twelve inches, and a four-inch thick concrete slap on the floor surface would be sufficient to stand strain and to prevent the emission of noxious gases. There ould not possibly be any insanitary effect, and such a method of scavenging must be conceded to be decidedly superior to the bucket system.

Mr. Wong closed by saying that the opinion of the Medical Officer of Health was invaluable, and he ventured to suggest that greater regard should be paid to the opinion of one admittedly well versed in matters pertaining to public health. He added that the President's remarks in regard to tuberculosis gave added reason for the water-borne system being better in every way than the open bucket system, and in the latter case there was the danger of flies acting as carriers of disease.

Supporting Mr. Wong's remarks, Mr. Chau said that, in his opinion, the objections were not sufficient to justify the refusal of the application, especially as the Medical Officer of Health was in favour of granting it.

Not a Racial Matter.

Mr. M. K. Lo said that the discussion raised a very important question, and while he was in entire agreement with the President, he was not prepared to say whether the refusal of an application acted as a lever to retard the realisation of modern buildings. He thought it was unfortunate that all the members were not present to discuss that important matter.

Mr. Lo continued that it must not be assumed that there were racial feelings seeing that the question was being taken up by Chinese members and the applicant also happened to be a Chinese, but what worried him was the general principle of the whole matter. The question of an adequate water supply governed the granting of applications, but he thought applications should not be refused unless there were good reasons. He was most reluctant to differ from the sub-committee or the Director of Public Works, but if Mr. Wong Kwong Tin would bring forward a motion at the next meeting for discussion before the full Board, he (Mr. Lo) was in favour of adjourning the matter.

Notice of a New Motion.

Mr. Wong Kwong Tin agreed to this procedure and said he would move the following motion at the next meeting:—

"That this Board regret the necessity for the continuance of the present crude bucket system of removing night-soil and recommends that applications for water closets

(*Continued at foot of next column*).

be sanctioned on the following conditions being observed:—

(1) If the premises affected have not been ordered by the Building Authority to be demolished.

(2) If there shall be (other than in the Peak district) an independant and adequate supply of water for the purpose.

(3) If the applicant undertakes to comply with the existing regulations to the manner of construction and maintenance."

Members of the Board present at the meeting were the Hon. Dr. A. R. Wellington (Director of Medical and Sanitary Services), the Hon. Mr. H. T. Creasy, C.B.E. (Director of Public Works), Dr. W. V. M. Koch, Mr. Wong Kwong Tin, Mr. M. K. Lo and Mr. T. N. Chau.

REGISTRATION OF MUI TSAI.

OVER 3,000 ALREADY ON RECORD.

SALUTARY EFFECT OF DRASTIC ACTION.

The registration of *mui tsai* in the Colony, which began in November last, will come to a close by the end of the current month. Up to the present time, over 3,000 *mui tsais* have been registered at the Secretariat for Chinese Affairs, the various police stations, the Tung Wah Hospital and the Kwong Wah Hospital.

At first, owners of *mui tsais* hesitated to register their girl slaves, and in the four months following the putting into effect of registration, there were only about 400 *mui tsais* registered. Drastic action was then taken by the Chinese Anti-Mui Tsai Society to urge the public to apply for registration, and in consequence, the number of registrations has been rapidly increasing. It is expected that the total number of the registered *mui tsais* will be 4,000 when the period of registration expires.

The Chinese Anti-Mui Tsai Society will continue its work irrespective of the stoppage of registration by the end of the present month, so as to take precautions against frauds inherent in the *mui tsai* system. The Society recently addressed a note to the Canton Bureau of Social Reform asking for its views and actions regarding the abolition of the *mui tsai* system in Canton. The Bureau in turn has asked the Society for its regulations and report of proceedings for reference.

SAVED FROM GAOL.

AMERICAN STOWAWAYS TO BE REPATRIATED.

FOUR FILIPINOS NOT SO FORTUNATE.

When two American stowaways named A. J. Fraser and J. H. Peters were charged before Mr. Whyte-Smith at the Kowloon Magistracy yesterday morning, they were saved from being imprisoned by the fact that the local agents of the ship, the s.s. Maunawili, offered to repatriate them.

The two Americans, together with four Filipinos charged with the same offence, addmitted the charge.

Inspector Ogg said that the four Filipinos were found with members of the crew who were also Filipinos. They were not discovered until the ship was at sea, while the two Americans had hidden in one of the life boats. They gave themselves up after the vessel had sailed from Manila.

Continuing, Inspector Ogg mentioned that the captain of the Maunawili wanted to take the two Americans back to the United States as members of the crew. The Consul had been consulted and he agreed with the proposal.

It might be explained, said Inspector Ogg, that the two American defendants had arrived at Manila on board the President Jackson, from which ship they had got their discharge on the understanding that they would secure employment. They had worked for a firm but that firm had failed and the men were stranded.

His Worship pointed out the seriousness of the offence and addressing Fraser and Peters, said he supposed both of them must realise that it was a dishonest thing to do; to steal a passage on board the ship. It was not playing the game. Fortunately for them the responsible authorities of the vessel were treating them very generously and were going to have them repatriated to America.

His Worship said that he would simply register a caution against them so that they could return to the ship, which, according to Inspector Ogg, is leaving Hong Kong for America to-day.

His Worship said that with regard to the case of the other four men there was no proposal made and they were not in such a fortunate position, the company not having offered to keep them on board the ship.

He therefore fined them $50 each, with the alternative of one month's hard labour in default.

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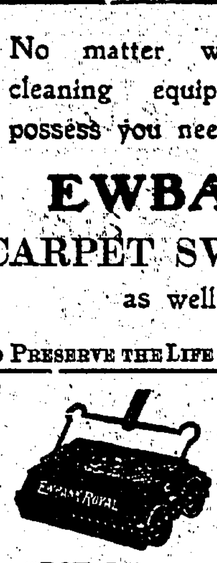

"ROYAL" $18.50

"SUCCESS" $22.50

O-Cedar Polish

Mops:
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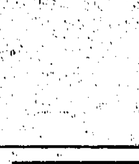

¼ gall tin...$3.00
½ „ „...$4.50
1 „ „...$7.00

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THE DON COSSACKS
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SONG OF
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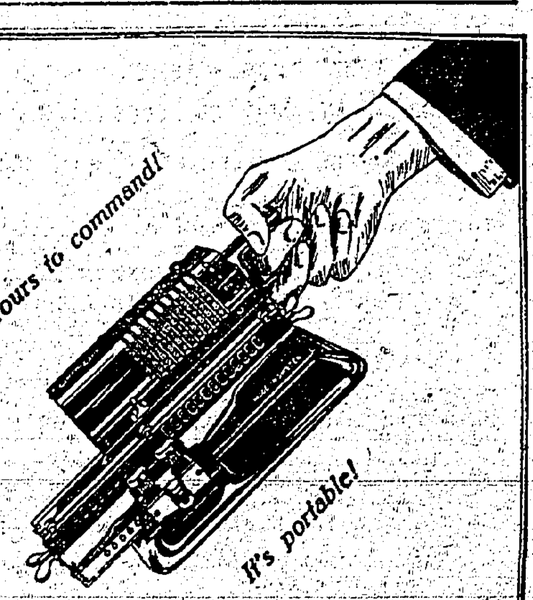


The ORIGINAL ODHNER
"The machine to count on"
DODWELL & CO., LTD.
Queens Building

NEW ADVERTISEMENTS

HONG KONG FLYING CLUB.

OPENING CEREMONY NEXT SATURDAY AFTERNOON.

THE Official Opening of the FLYING CLUB'S HANGAR and Club Premises will be performed by H.E. SIR WILLIAM PEEL, K.B.E., C.M.G., at FOUR O'CLOCK, Next SATURDAY, AFTERNOON, MAY 31st, at Kai Tak Aerodrome.

A Special Motor Bus belonging to the Kowloon Motor Bus Company will run every Fifteen Minutes from the Star Ferry to the Club Premises between 3.15 P.M. and 4.30 P.M.

Tea will be provided in the Club House and all interested in aviation are requested to apply to any of the following Committee Members for invitations.

The Hon. Mr. W. E. L. Shenton, Capt. K. B. B. Benfield, D.S.O., M.C., Wing Commander A. H. S. Steel-Perkins, O.B.E., R.A.F., Lieut.-Commander H. Squance, Mr. F. J. Wynne-Jones, Dr. F. G. Farr, Mr. C. D. Lambert, Mr. J. Choa, Mr. Wong Kwong-tin, or Mr. A. W. Summers, c/o Thos. Cook & Son, Limited, Pedder Building. [9475

THE BRITISH LEGION.

(HONG KONG & CHINA BRANCH)

THE 9TH ANNUAL GENERAL MEETING will be held a 5.15 P.M. on THURSDAY, 29TH MAY, 1930, in the BOARD ROOM of Messrs JARDINE, MATHESON & CO., LTD.

BUSINESS—

To Receive the Report and Accounts for the year 1929.

To elect officers.

H. SPICER,
Hon. Secretary.
[9451

DOUGLAS STEAMSHIP CO., LIMITED.

THE ORDINARY GENERAL MEETING of the SHAREHOLDERS in the above Company will be held at the Company's Offices, P. & O. Building, on WEDNESDAY JUNE 4TH at 11 A.M. for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 31st DECEMBER 1929.

The TRANSFER BOOKS of the Company will be CLOSED from 29TH of MAY to 4TH of JUNE, Both Days inclusive.

DOUGLAS LAPRAIK & CO.
General Managers.
Hong Kong, 17th May, 1930. [9431

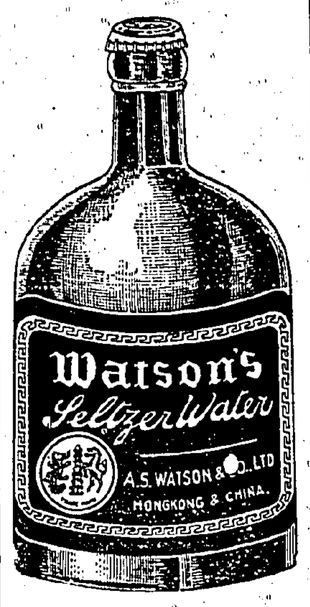
HONG KONG JOCKEY CLUB.

NOTICE.

THE HALF YEARLY GENERAL MEETING or VOTING Members will be held at the CLUB HOUSE, HAPPY VALLEY on WEDNESDAY, 4TH JUNE, 1930 at 5.30 P.M.

By Order,
C. B. BROWN,
Secretary.
Hong Kong, 9th May, 1930. [9488

WATSON'S Seltzer Water



an old favourite, and still popular at most London Clubs and Hotels, where the Call for a

Whisky Seltzer

is familiar and frequent. For those who prefer a more highly saline water **Watson's Seltzer** is unsurpassed. It is health-giving, refreshing and absolutely pure.

A. S. WATSON & CO., LTD.

Aerated Water Manufacturers

KOWLOON-CANTON RAILWAY.

NOTICE.

ON and after MAY 31ST the Additional Train Leaving KOWLOON on SATURDAYS and SUNDAYS for CANTON at 8.43 A.M. will be discontinued.

From the Same Date a Train will leave KOWLOON for CANTON on SATURDAYS at 1 P.M. and Return from CANTON on SUNDAYS at 5.15 P.M.

R. BAKER,
Manager.
[9462

Increase your Knowledge of Hong Kong and of China by the help of books

A. H. Crook's THE FLOWERING PLANTS OF HONG KONG $2.50
Profusely illustrated in black-and-white.

THE HONG KONG NATURALIST, Vol 1. No. 2. ... ... $1.50
Edited by A. H. Crook, M.A. and G. A. C. Herklots, PH.D.

Sir H. H. Fox's ECONOMIC CONDITIONS IN CHINA ... $2.15

Dr. Evan Morgan's A NEW MIND & OTHER ESSAYS... $3.50
Containing 28 essays, all more or less concerning China. An attempt is here made to understand the character of the Chinese as we see it shown in their religion; in the council chamber; in political life; in business and camp; in ancient ideal and modern practice.

Dr. R. Y. Lo's CHINA'S REVOLUTION FROM THE INSIDE $7.50
The main purpose of this work is to describe the currents and undercurrents of life in Chinese society which mark the dawning of a new era.

Lim Boon Keng's THE LI SAO—An Elegy on encountering sorrows $3.50
A new translation of one of the greatest literary masterpieces of Ancient China.

G. B. Leitch's CHINESE RUGS $14.50
Profusely illustrated with designs and photographs. The author has filled a gap in the literature dealing with Oriental carpets. The chapters on the dyes, history and analyses of rugs are outstanding and instructive.

Frederick Starr's CONFUCIANISM — Ethics, Philosophy, Religion $11.50
The author here transmits the teachings of Confucius with admirable economy and clarity. His book is essential to an intelligent grasp of the events in the East now stirring the world.

E. T. Williams' A SHORT HISTORY OF CHINA ... $10.50
The story of the oldest nation in the world. Here are traced the history, literature, philosophy, art, traditions, customs, etc. of this most fascinating and mysterious country.

KELLY & WALSH, LTD.

(Incorporated in Hong Kong).

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 4.35 p.m., stated:—

The typhoon is situated in the Bashi Channel, moving N.E.

Local Forecast:—E. or variable winds; moderate; fair.

TYPHOON WARNING.

The following typhoon warning has been received by the American Consulate-General from the Manila Observatory:—

Manila, May 27, 9.15 a.m.—Typhoon in about 120deg. Long. E., 20deg. Lat. N., almost stationary.

Editorial and Business Offices: 11, Ice House Street. Tel. 30251.
Night Editor (Wanchai Office): Tel. 24511.
London Office: 53, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, MAY 28, 1930.

CAN WE AFFORD IT?

DURING all the controversy which has been going on in regard to the recommendations of the Salaries Commission it has not until now been possible to get an angle on one very important aspect of the matter. Man for man, doing similar work, how does the Civil Service compare with private enterprise in the matter of working costs? The writer of the articles on education which have been appearing in our columns throws some light on this question, and if his figures are correct the result of this illumination is somewhat startling. A fair "living wage" is a very difficult factor to define, whether it be for an unskilled labourer or an administrative officer with great responsibilities. But "LUX" has presented us with some facts and figures which are more easily understood.

In the first place, he contends that the Educational Department is a "very expensive" one. It is educating scholars in secondary schools at the rate of $410,500 per annum for 2,658 pupils. Private schools of similar status provide facilities for 4,658 pupils at a cost to the Government of $129,276. School fees are excluded in both cases. Now, on the face of it, there is an amazing discrepancy in the costs per pupil in Government and private schools of corresponding status. In the Central British School (a public institution) the average cost to Government per capita is $592 per annum; in a private school the corresponding figure is $39. The former figure does not appear to include cost of passages for teachers, pensions, furloughs, or building repairs. It must be remembered that these per capita costs of education are not based on the total cost; the figures represent the amount of public money spent upon education in Government and private schools respectively. This money is supplemented by the fees paid by scholars. Multiplying the average attendance by the fee, the Central British School (130 pupils at $45) receives $5,850 from its scholars, and $77,000 from the public purse. A private school (248 pupils at $168, though the boarders pay more) gets $41,464 in fees and $9,807 from the Government.

Putting these figures together, it appears that it costs $82,850 to educate 130 scholars in a Government school and $51,331 to provide similar tuition for 248 pupils in a private school. Working this out on the per capita basis, we get $637 for scholars in the Government school and $207 for those in the private institution. Is there a satisfactory explanation of this tremendous disparity? Possibly there is, for it seems incredible that the cost of educating a child in a Government school should be three times the cost in a private school. Surely there must be some error of calculation somewhere?

True, the Central British School is by far the most expensive institution on the list, and the figures quoted therefore may be regarded as not showing a fair general average. Even so, take the total cost to the public purse and average attendances at Government and private schools. These give per capita costs of $147 and $27 respectively, which does not mean that the ratio of expenditure is five to one, instead of three, but does indicate that—after allowing for receipts from fees in both cases—there is still an astonishing difference between the cost of education in Government and private institutions. "LUX" contends that public money is being spent very extravagantly in some directions, and is being niggardly doled out in others. The community is entitled to know whether his charges are well-founded, and whether his recommendations for the more efficient and economical expenditure of public money on education are practical.

HONG KONG AND CHINA.

THE mystery surrounding the negotiations opened last year between this Colony and Nanking regarding the operation of the Chinese Customs service in these waters is becoming more mysterious. Nothing would have been known as to what was going on, either from British or Chinese official sources, but for the interesting revelations made at the recent annual meeting in London of the China Association. Now it transpires that even the British Legation in China has not been kept informed as to the proceedings. Only by accident did Sir HARRY FOX, the Commercial Counsellor to the Legation, discover that the Hong Kong Government was in negotiation with the Inspector-General of the Chinese Customs, and it is alleged that had those conversations been successful, the Agreement concluded would have seriously affected—if it did not completely neutralize—much of Sir HARRY FOX's work in British interests.

Reading between the lines of the *N.-C. Daily News* editorial comment on this extraordinary state of affairs, the reason for Mr. F. W. MAZE suddenly cancelling his intended visit to Hong Kong a fortnight ago seems to be explained. Apparently it has been intimated that the negotiations originally opened between the Inspector-General and Sir CECIL CLEMENTI cannot be resumed on the lines originally laid down. Whether the discussion will be resumed at all remains to be seen, but seemingly there is strong objection in Foreign Office circles to the Hong Kong Government having direct communication with the Chinese authorities on a matter which has so very close a bearing upon Anglo-Chinese diplomatic discussions on similar issues over a much wider field. It is amazing that an important member of the British Legation should be kept in complete ignorance of *negotiations proceeding* between another British official and the Chinese authorities, even though the Legation were not directly concerned. As it happened, however, the Commercial Counsellor at the time was actually engaged, on behalf of Great Britain, in negotiating with the Chinese authorities on very similar issues, and it is declared there was grave risk of his work being completely undone. There appears to have been a most unfortunate misunderstanding between the Foreign and Colonial Offices in London, or between their representatives out here, and it will not be surprising if some pertinent questions on the subject are raised in the House of Commons.

★ News and Views ★

The largest fleet of giant air liners ever built is now being constructed for use on new Empire air routes. The fleet will consist of both land airplanes and flying boats, and will have accommodation for more than 500 passengers. Eight forty-seater biplanes, each driven by four Jupiter engines developing 2,000 horse-power, are being built for use on the land section of the air routes to India, Africa, and Australia. A number of forty-seater all-metal flying boats are being constructed for the overseas portions of these routes. Flying boats will also be used for the Nile and Great Lakes portions of the Cairo-Capetown air route, while the southern section of this route will be operated by triple-screw air liners. The entire fleet will be luxuriously equipped with smoking-room, cocktail bars, and refreshment buffets, each cabin being as large as a Pullman railway coach.

Shaugum Castle, near Oslo, which has been the residence of the Crown Prince, was almost entirely destroyed by fire. However, part of the art treasures was saved from the conflagration, the Crown Prince and the Princess assisting in the salvage.

The Jewish Executive proclaimed a 24-hour strike in Jerusalem last week as a protest against the stoppage of Jewish immigration by the British Mandate authorities, which is regarded as a blow to the Zionist cause and a violation of the Balfour Declaration. It is also rumoured that the British authorities are contemplating the prohibition of real estate transactions which would in effect prevent Jews from purchasing Arab land.

It is learned that the French Minister at Prague, in the name of France, England and Belgium has lodged a protest with the Foreign Office against Czechoslovakia's failure to carry out her promise to ratify the Geneva Trade Pacts Convention. Poland and Czechoslovakia are the only two countries which so far have failed to ratify the Convention.

Here are the specifications for the show girl of 1930, as outlined by no less a judge than Flo Ziegfeld, of Follies fame. "She must be a brunette," says Ziegfeld. "Blondes are passé. "She should be no taller than 5ft. 6in., and weigh about 125lb. Most important of all, she should be generously proportioned and more feminine. The boyish figure is no longer in style."

The announcement that Italy intends to lay down keels for 42,000 tons of new warships this year has roused critical comment in the London Press, which fears that this step by Italy is an indication that France will increase her programme, thus leading to a new race in naval armaments.

PROSECUTION FAILS IN LOTTERY CASE.

BUT DEFENDANT'S BAIL IS ESTREATED.

In ordering the forfeiture of bail of $10 in the case of a man who had failed to appear in answer a charge of possession of three *po-pin* lottery tickets, Mr. Whyte-Smith, at the Kowloon Magistracy yesterday, stated that if the defendant had been present in Court he would not have been convicted on the evidence of the prosecution.

After his Worship had estreated the man's bail, he was asked by Sergeant Brown to make an order for the confiscation of the tickets.

His Worship pointed out that unless there was evidence that the defendant had had the tickets for the purpose of sale it was no offence under the Ordinance and asked whether such evidence could be produced.

Sergeant-Major Lai Sui gave evidence of the tickets being *po-pin* lottery tickets from Canton, but intimated that there were no indications to show that they were for sale. They could, he stated, be sold, as they did not bear any names.

The question of the confiscation of the tickets was postponed pending any claim which might be made.

"CAT" BURGLAR IN KOWLOON.

EUROPEAN VICTIMIZED.

Jewellery valued at $241 was stolen from the residence of Mr. S. F. Bishop, of 8, Hart Avenue, Kowloon, during the early hours of yesterday morning when a "cat" burglar entered his house through an open window.

Some unknown person entered Mr. Bishop's room some time between two o'clock and six o'clock yesterday morning, by climbing through an open window in the servants' quarters.

The thief stole a quantity of jewellery including a lady's gold bangle valued at $100 bearing the name of B. Bishop, a lady's gold grey-faced wrist watch valued at $40, a lady's gold ring set with a medium-sized ruby valued at $25, a silver watch belonging to Mr. Bishop, valued at $35, a lady's gold chain bangle valued at $40 and a small purse containing copper coins, valued at $1.

BIBLE SOCIETY WORKER.

DEATH OF MRS. H. O. T. BURKWALL.

Hong Kong and Canton residents will learn with deep regret of the passing of Mrs. Burkwall, wife of the Rev. H. O. T. Burkwall, who for over a quarter of a century worked with her husband in Canton as local agent for the British and Foreign Bible Society.

News of the sad event has come whilst she and the Rev. Mr. Burkwall were on furlough in America, both being due to return to their field of work some time next month. They left for their home country last August, and Mrs. Burkwall's death must come as a profound shock to those in the Far East who loved and respected her.

Both the deceased lady and her husband were well-known in Hong Kong, as the wide district in which they worked include the Colony, and to it they paid regular visits, being distinguished for their tact and sympathy and zeal for the cause they espoused.

The late Mrs. Burkwall's death is reported to have been due to a severe attack of pneumonia, and the sympathy of many will go out to Mr. Burkwall in his great bereavement.

★ Local Notes and Events ★

The Hong Kong dollar touched a new low record when the quotation stood at 1s. 4 15/16d. yesterday.

On board the incoming s.s. President Taft was Professor Scharffenberg, who is connected with the Fireside Correspondence School of Washington, D.C.

Mr. P. Wasserman, president of the International Tobacco Company of New York, was amongst the passengers arriving aboard the s.s. President Taft.

Attention is directed to an advertisement appearing in to-day's issue enumerating the committee members to whom applications should be addressed for invitations in connection with the official opening on Saturday of the Hong Kong Flying Club's hangar and club premises.

Major-General J. W. Sandilands, C.B., C.M.G., D.S.O., commanding the China Command, is shortly to make his northern tour of inspection, and will leave Hong Kong on June 4. The inspection of the troops in the Shanghai area will occupy a week or so, after which Major-General Sandilands will carry out his inspection of the Tientsin area, leaving about June 14.

The case in which an Indian chauffeur in the employ of Mr. Abbas Khan is being charged with inflicting grievous bodily harm to another motor driver by stabbing him in the leg with a knife during a fight outside the Kowloon Ferry Wharf will be opened at the Kowloon Magistracy on Tuesday, June 10, at 2.15 p.m. Mr. Leo d'Almada is for the defence.

Sportsmen in general, and cricketers in particular, will be sorry to hear of the death of Capt. Philip Havelock Davies, which occurred at the Catholic Military Hospital, York. Capt. Davies was one of our leading cricketers shortly after the war, and represented the Colony in Interport matches, being a medium-to-fast right-hand bowler, and a hard-hitting batsman. It was perhaps his fielding that was his strogest point, and it is doubtful whether the Colony has seen a better slip man. The deceased was in the Brighton College eleven in 1909 and three following years, taking sixty-seven wickets for 10.40 runs each in 1910, and in his last season heading both batting and bowling averages, his figures for 1912 were 31.76 with the bat, and 10.52 for seventy-eight wickets with the ball. He thus went to Oxford with a considerable reputation, and obtaining his Blue played against Cambridge in 1913 and 1914. Against Middlesex, at Oxford, in 1914 he did the hat-trick. He also played a few times for Sussex.

Among the passengers arriving aboard the s.s. President Taft were Mr. and Mrs. Paul Kessel. Mr. Kessel is the owner of the firm of Paul Kessel, of Kansas City.

A car belonging to Mrs. W. E. L. Shenton was completely burned out on Monday afternoon at the junction of the Shek-O and Cape D'Aguilar Roads. The machine broke down on Sunday and was left on the road overnight. The following day, the chauffeur went out to try and right matters, but as he was working on the car, the engine burst into flames, which soon enveloped the car. The fire, it is believed, was due to short circuiting of one of the wires.

What may be considered one of the most experienced casts in dialogue films ever assembled was called together by William de Mille to make "The Idle Rich," the all-talking picture, which opens at the Queen's Theatre on Thursday. Conrad Nagel, a veteran in the "talkies," plays the leading male role. Bessie Love, of "Broadway Melody" fame, and Leila Hyams, who scored in the all-talking version of "Alias Jimmy Valentine," have the leading feminine parts.

There will be a studio concert broadcast on Friday at 9 p.m. when two newcomers to the Colony will be heard. They are Mrs. Snowdon Jones, soprano, who has successfully broadcast at Shanghai, and Madame Alice Hamilton (contralto). A recently formed string orchestra, under the conductorship of Mr. F. Mason, will also perform at this concert. New members for this orchestra will be very welcome, and practices are held on Tuesday evenings at the Cathedral Hall at 9 p.m.

The many friends of Inspector Macdonald gathered in Police Headquarters Canteen yesterday to say "Goodbye" to the Inspector, who is leaving the Force after 22 years' service. The opportunity was also taken to present Inspector Macdonald with a chiming clock and with a beautiful silver vase, suitably inscribed. Mr. T. H. King, who made the presentation, spoke of the tact and courtesy always shown by the Inspector, which had won for that officer the goodwill of practically all members of the Force. Mr. King also characterised Inspector MacDonald as a modest man, mentioning the fact that before he came out to Hong Kong, the Inspector had served in the Boer War with Lord Lovat's Scouts, but many of his friends were not aware of this because the Inspector was very modestly reticent.

A Chinese was charged with being a rogue and vagabond before Mr. Whyte-Smith at the Kowloon Magistracy yesterday morning, and Detective Sergeant Humphreys asked for a short remand, intimating that there was a possibility of further charges. The defendant, who was found in the back yard of the Kowloon Confectionery shop in Nathan Road, was remanded till to-day.

"Married in Hollywood" is a Fox Movietone with Oscar Straus music that comes nearer to the original performance than anything yet brought to the screen. Principal roles are sung by J. Harold Murray and Norma Torris, while Walter Catlett, Irene Palasty, Tom Patricola and Douglas Gilmore support. The film is showing for the last time to-day at the Queen's Theatre.

Three Chinese (two deaths) and one European case of typhoid were included in the health return for the week ending midnight on Saturday. There were also two deaths from small-pox, four from influenza, 14 from malaria and 59 from tuberculosis. These were all Chinese and it is gratifying to note that there was a clean bill of health for the 24 hours ended at midnight on May 26.

Looking Back 25 Years.

A fisherman from Pak Lok Village in the New Territory was taken to the Government Civil Hospital by the police yesterday in a sadly shattered state. He was catching fish on Saturday afternoon by the dangerous method of dynamiting them, and his last charge going off before he could get rid of it, blew out his eyes, badly shattered his face and tore off his hands. He is not expected to recover.—*Hong Kong Daily Press*, May 29, 1905.

Looking Back 50 Years.

The large white fish of the porpoise type may frequently be seen in the shallows of Mirs Bay or Deep Bay, spinning along on the top of the water like a wheel. This is the *Pak Ki*, which is sometimes translated as "white fright." The Chinese have no legends or superstitions about this creature, but they sometimes call it the *Po-shat ue*, or idol fish, and have a certain amount of dread of it, but they more generally hate it because it destroys their nets, and when it occasionally gets aground up the creeks and shallows they spear and destroy it. This creature is considerably smaller than the porpoise, and may sometimes be seen exposed for sale at the Praya entrance of the Central Market.—*Hong Kong Daily Press*, May 28, 1880.

INDIAN SITUATION REVIEWED.

GOVERNMENT REITERATES SYMPATHETIC POLICY.

MORE RIOTING: FURTHER ARRESTS.

In a review of the situation in the House of Commons by Mr. Wedgwood Benn, Secretary for India, a distinct improvement is shown, but there still remain elements of danger, especially the campaign of malicious rumours instigated by Congress.

Latest news brings to light further reports of rioting, in which many persons were injured. In spite of the reassuring statement in the House of Commons, the situation seems to be still fraught with uncertainty and danger.

CONGRESS' CAMPAIGN OF LIES.

[BRITISH WIRELESS SERVICE.]

LONDON, May 26.

The situation in India was discussed in the House of Commons this evening during a debate on the India Office Vote. The Secretary for India, Mr. Wedgwood Benn, said that despite newspaper headlines the vast majority of Indian people in the urban areas, and certainly in the rural areas, pursued daily their avocations under the benevolence of settled and ordered Government.

It was true that the Governmental machine was designed by English hands, but it was to-day mainly operated by Indian hands, not only in positions of high control, but almost exclusively in its subordinate branches.

Dealing statistically with some of the aspects of national life, he said few countries in the world in the matter of external trade could give a better showing than India. In the last year of private trading, merchandise showed an available balance of £58,000,000 and in the four preceding years the trade balance was equally good.

As regards public expenditure, last year's Budget closed with a balance on the right side, and although it was found that on the basis of existing taxation there would be a deficiency, the Government of India, with the support of the Legislative Council, presented a Budget which would, at any rate balance and perhaps show a surplus.

It would also maintain in the eyes of the world the solid financial position in which India had always stood.

Last week the Government floated a loan of £7,000,000 which was over-subscribed. The price of Indian securities on the London market was higher now than it was on January 1, despite all the events which had occurred in the meantime.

Although there was a large public debt in India, eighty per cent was represented by productive assets.

Railway Progress.

Remarkable progress has been made with the electrification of railways. Twenty-eight million acres, or nearly thirteen per cent. of the whole crop of India, had been brought under irrigation at a cost of £75,000,000. When schemes now under construction were completed the total area under irrigation would be nearly 40,000,000 acres.

Regarding the trade and industrial position generally during the last twenty years India's overseas trade had nearly doubled. In agriculture the number of members of co-operative credit societies had increased from 300,000 to 3,500,000.

Those who rightly desire the uplift of the peasant or industrial worker should not overlook the magnificent work carried on by Englishmen in co-operation with Indians under present conditions in India. In the last ten years more progress had been made in industrial legislation than in the preceding fifty years.

Dealing with the development of relations between the Home Government and the Government of India, Mr. Benn pointed out the growth of self-government in the British Commonwealth which had been carried out in various forms. The Government of India was looking more and more for approval and support of the legislature and India's public opinion for a really effective and lasting growth of the measure of self-government. The military force in India consisted of the Army, Air Force and Marines and there had been no material change in strength since it was reorganised after the war.

Proceeding, Mr. Benn alluded to the recent disturbances which had been confined to the urban districts and, generally speaking, from which the Mohammedans had held aloof. The disturbances might be described accurately as spasmodic rather than general.

Congress Resolutions.

In some recent resolutions passed by the Congress Working Committee at Allahabad, a proposal was made that these disturbances should be extended. So far the resolutions had not been put into effective force and it was not the intention of the Government that they should be permitted to be made effective.

Referring to the position in the North-West Frontier Province and in the tribal areas, he said that since the April disturbances, Peshawar had been quiet and normal life had been, or was being, resumed. Outside Peshawar, the centre of disturbance was caused by a leader called the Haji of Turangzai and his son, who settled themselves in a hill to the north-east of Peshawar. Action was taken against them and was proving effective.

On the whole, the tribal situation had greatly improved. There had been no hostile movement of any tribe as a whole.

Mr. Benn extended his sympathy to the District Magistrates and officers of the local Governments and Government of India in their difficulties and dangers and said that in this matter, as in all others, there never had been between the Government and the Viceroy anything but relations of the warmest understanding and strong support.

Self-Government.

He looks forward to a day when Indian liberty should be enlarged and she should take her place as a full self-governing dominion.

Within a very few weeks we should have the Simon Report and the next stage was a conference to consider the question of constitutional advance and the co-operation of those who could speak authoritatively for the opinion of British India and the Indian States.

Speaking of a statement of the Viceroy, Mr. Benn said, "The policy stands. The goal is accepted by all parties, but there are difficulties on the way to the goal. Those difficulties do not exist exclusively or mainly on this side; they are largely Indian difficulties, and it is from Indian opinion we must seek a solution. I make bold to say that if at this conference substantial agreements are reached no Government will be likely to ignore its work."

For many years the two countries had been linked together for the undoubted well-being of both. Was it too much to hope that bitterness might now be cast out so that the future might see a rebirth of mutual understanding and of strength.

THE SITUATION REVIEWED.

DANGER OF MALICIOUS RUMOURS.

LONDON, May 26.

The Government of India's appreciation of the situation up to May 24 states that the tribal situation in the North-West Frontier Province is definitely easier and the internal situation in the North-West Province shows an improvement. The chief weapon of anti-Government agitators is now the dissemination of false reports, but active steps are being taken to counter these.

It also gives further information regarding the riot at Mymensingh, Bengal, on May 14 when a large hostile mob, failing in an attempt to prevent the delivery of excise liquor to vendors, attacked the Magistrate, Police, and excise staff with brick bats. Persuasions, warnings and charges by the Police failing to secure a dispersion of the mob, which continued its violent attacks, the Police were ordered to fire.

About forty Government servants were injured, and fifty-three rioters were treated in hospital. One of these died.

During the week under review there has been no serious outbreak, but in several places the Police hav had to disperse a disorderly crowd.

Sholapur Normal.

In Sholapur conditions are fast becoming normal and it is hoped that martial law may shortly be discontinued.

Persistent efforts to spread hostile propaganda in the Punjab continue. Apparently the villages have been little affected, except in Gujerat, where the situation is causing anxiety.

The chief feature of the campaign against the salt laws has been a change of tactics on the part of the Congress. Technical breaches of the law have been largely abandoned in favour of mass action. These tactics definitely failed at Shiroda, where raids have been abandoned. They achieved temporary success at Wadala on May 18, but a subsequent attempt failed.

The chief efforts of Congress had been made at Dharsana.

(*Continued on next Column.*)

£10,000 FOR GIRL FLYER.

MUNIFICENT GIFT BY "DAILY MAIL."

RECOGNITION OF EPIC FEAT.

[THROUGH REUTER'S AGENCY.]

LONDON, May 27.

The *Daily Mail* has made a gift of £10,000 to Miss Amy Johnson in recognition of her feat in flying solo from England to Australia.

Another Lap Covered.

SYDNEY, May 27.

Miss Amy Johnson has arrived at Cloncurry in East Queensland *en route* to Longreach.

On the 21st a crowd, estimated at 200, tried to force its way in. The attempts were foiled, thanks to the skill and endurance shown by the Police. The timely arrival of troops also had a moral effect, their presence giving much needed relief to the Police.

Congress' Policy.

On the 22nd the Police cleared a Congress camp of volunteers and the position is now quiet, although there are reports that the attempt will shortly be renewed. Congress continue their policy of disseminating deliberately false reports and rumours, and every efforts is being made by Congress by means of propaganda to stimulate anti-Government and racial feeling.

The assurance given to minorities by the Viceroy on May 13 continued to receive their warm approval which is increasing in strength as they appreciate the implication of the methods of mass action as now practised by Congress.

The conviction is growing among the Mohammandans that the civil disobedience movement is opposed to their interest and security. Labour is at present steady.

Land Forfeited.

DHARASANA, May 26.

On the grounds that it was being used for non-agricultural purposes, the Government has declared forfeited the land on which the Unitadi camp has been set up. This has been re-occupied by the Gandhiites since the police action on May 22, when they demolished the camp and took possession of the area.

The police again raided the camp to-day, ejected the occupants and demolished the huts.

Police Fire on Mobs.

BOMBAY, May 26.

The police fired in the course of a conflict this evening with a crowd of Moslems in the Bhendi Bazaar (Moslem quarter). Eight rioters were sent to hospital with injuries.

LATER.

Twenty-one were injured by bullets, of whom two succumbed, in connection with the conflict with Moslems in the Bhendi Bazaar.

The trouble was caused by a European police sergeant chasing a Mohammedan hooligan who stoned the former's dog.

The crowd stoned the sergeant and then the Police Station, where the police fired in self-defence.

LATER.

British troops from Colaba Barracks are being rushed to the Bhendi Bazaar, where the trouble is apparently still smouldering.

Trouble Again Breaks Out.

BOMBAY, May 27.

All is quiet at Bhendi Bazaar this morning. The majority of the shops, however, remain closed.

Over 5,000 Moslems participated in yesterday's riots. Two of the injured have died in hospital.

LATER.

There has been a recrudescence of trouble at Bandhi Bazaar. Seven rioters were wounded and traffic was held up for two hours. The situation was considerably eased at midday when Moslem leaders visited the district and pacified the crowd after the Police Commissioner had promised the deputation to withdraw the military pickets from the streets.

The rioting in the morning started by a Moslem crowd stoning the police and military. Armed police opened fire three times and a European police sergeant was accidentally shot in the arm.

The total casualties in the rioting in the Bhendi Bazaar area till 4.30 p.m. to-day are four killed and 36 injured. Twelve policemen were also injured.

KRISHNAGAR, May 26.

The police fired after fruitlessly using staves in order to disperse a crowd which gathered at Navtdwip.

Police Restraint.

SIMLA, May 26.

"Far from acting with unnecessary vigour, the Police have shown marked restraint under conditions of the utmost difficulty."

This is a passage in a letter from the Viceroy, to Mr. Bandhu Nathkunzru, who recently resigned from the Assembly and accused the Police of perpetration of brutalities.

Cotton Boycott.

BOMBAY, May 26.

Apparently unofficially, it has been decided among local Indian brokers not to deal with European firms in cotton futures.

WORLD ENGINEERS' CONFERENCE.

JAPANESE DELEGATES FOR BERLIN.

TOKYO, May 27.

One hundred and ten of Japan's greatest engineers will leave Tokyo and Osaka to-morrow for Berlin, where they will attend the Second World Power Conference, to be held from June 15 to 25.

The Japanese engineers will travel by way of Siberia and Russia, and several of them are tentatively scheduled to give lectures on engineering to Soviet audiences *en route*.

The party will be headed by Viscount Kyoshiro Inouye, and will include such noted figures as Dr. Masao Kamo, of Tokyo Imperial University, who was recently decorated by the American Society of Engineers; Baron Chusaburo Shiba, and Dr. Masayoshi Tsutsumi, President of the Osaka Polytechnical University.

The Japanese Navy will be represented at the Conference by six technical experts, and the Imperial Government Railways by Mr. J. Matsunawa, head of the Research Bureau. The Communications Ministry is sending Mr. K. Inada, chief of its Engineering Affairs Bureau, and the Foreign Office will be represented by the Commercial Attachés of the Japanese Embassy at Berlin.

News has been received here that the German Government will decorate Baron Kimitake Furuichi and recommend Baron Shiba for honorary life membership in the Board of Trustees of the Munich Museum. Dr. Kamo, as vice-chairman of the conference, is to make a speech on the opening day.

After the conference the Japanese delegates will divide into seven parties which will tour Europe and study the latest engineering methods.

MOTOR CYCLING TROPHY.

SINGAPORE RIDER IS FIRST CASUALTY.

THE CREAM OF RIDERS AND MACHINES.

[THROUGH REUTER'S AGENCY.]

LONDON, May 27.

Britain's predominance in motorcycling will be keenly challenged in the forthcoming tourist trophy races over the tricky course in the Isle or Man. There are unprecedented entries with the cream of riders and machines.

Practice is already in full-swing and there has been a casualty, Petrie from Singapore, who was found unconscious beside his machine on that treacherous spot "windy corner."

Meanwhile manufacturers are advertising for a suitable road on which to test a supercharged motorcycle developing nearly a hundred horse-power, specially designed to regain the world's two-wheel record recently achieved by the German Henne at 132 miles per hour.

H.M. INDISPOSED.

SUFFERING FROM RHEUMATISM.

[THROUGH REUTER'S AGENCY.]

LONDON, May 27.

It is officially announced that the King has for some days been suffering from painful though localised rheumatism in the right hip. He has been advised not to attend courts to-night and to-morrow but hopes to be able to fulfil engagements later in the week. It is learned that the trouble is not serious and is not connected with his recent illness.

IMPERIAL ECONOMIC UNITY.

"FAMILY FIRST: OUTSIDERS NEXT."

[THROUGH REUTER'S AGENCY.]

LONDON, May 26.

Pleas for Imperial economic unity in preference to entering into European commitments were voiced at the Congress of the Empire Chambers of Commerce.

In his presidential address, Lord Iveagh referred to the possibility of a European Custom Union and said the Congress would devote the bulk of the time to a discussion of the aim of unifying the economic structure of the British Empire.

Lord Melchett enunciated the doctrine of "Let the family come first and outsiders next."

TENSE SITUATION IN RANGOON.

POLICE FIRE ON RIOTERS.

HEAVY CASUALTIES.

[THROUGH REUTER'S AGENCY.]

RANGOON, May 27.

There were several serious collisions this morning between Indians and Burmans. Military police opened fire and several Indians were injured.

All is quiet at present but the atmosphere is most tense. The casualty figures at midday were 320 treated in hospital as inpatients and 420 as outpatients. The exact number of dead cannot be ascertained. The city is desolate, the mills are silent and the bazaars and shops are closed.

Only a few offices are open, the staffs working behind locked doors. Military police, British and Indian troops are stationed at danger spots, and the police and special constabulary, consisting of European civilian volunteers armed with rifles, are patrolling the streets. All the nurses and doctors have been requisitioned for special duty in hospitals.

Attacks on Chinese Coolies.

RANGOON, May 26.

Ten people were killed and 230 injured in communal rioting which broke out here to-day after brewing over the week-end. Striking dock workers resented Chinese loading ships and a serious outbreak occurred.

Burmese, armed with lethal weapons and led by priests with daggers, paraded through the streets hunting out Andhra coolies whom they mercilessly belaboured.

Two European Police officers were slightly injured in the disturbance. The bazaars and shops are closed. Burmese newspaper offices have been attacked and shipping is at a standstill.

LATER.

It is now estimated that 28 people were killed in yesterday's riots.

Hospital reports show that 276 indoor and 300 outdoor patients have been treated.

The casualties are mostly Andhras.

The situation is now under control.

Apart from those mentioned, it is estimated that a hundred received treatment elsewhere than in hospital. A few Anglo-Indians are among those injured.

Damaging attacks on Burmese newspaper offices, including that of *The Sun*, were made by Andhras.

The trouble originated through some Burmese coolies' resentment at becoming unemployed, owing to the settlement of a recent shipping coolies' strike resulting in the Andhras resuming work.

IMPORTANT PROHIBITION RULING.

BUYER CANNOT BE PROSECUTED.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, May 26.

One of the most important decisions in the history of prohibition was made in the Supreme Court which ruled that a person who buys bootleg liquor cannot, in ordinary circumstances, be prosecuted.

The Court, however, acceded to the request made by the State Department in January and ruled that buyers of bootleg liquor, who are aware that for its delivery illegal transportation will be necessary and who on trial plead *noll contendere*, shall be liable to prosecution on a charge of conspiracy to violate the prohibition laws.

U.S. AND NAVAL TREATY.

SPECIAL SESSION OF CONGRESS.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, May 26.

Congressional leaders have decided that the London Naval Treaty be left for consideration by the special session of Congress.

It is expected that President Hoover will convene this for about the middle of June.

Canada Approves.

OTTAWA, May 26.

The House of Commons has unanimously approved the London Naval Treaty.

ZEPPELIN RETURNS TO PERNAMBUCO.

[THROUGH REUTER'S AGENCY.]

PERNAMBUCO, May 26.

The Graf Zeppelin, which yesterday flew to Rio de Janeiro and then set off again for Cuba, has returned.

NORTHERN GAINS REPORTED

20,000 PRISONERS CAPTURED.

[THROUGH REUTER'S AGENCY.]

PEPING, May 27.

The Third Army officially claims to have captured, on May 24, 20,000 of the Nanking forces.

Fighting is apparently proceeding in North Shantung in the vicinity of Yucheng which both sides claim to occupy. The Northerners claim that Fu Tso Yi has advanced from Yucheng to the bank of the Yellow River.

"WET" SWATOW.

INCREASED WINE.

ONE WAY OF DROWNING LIFE'S LITTLE ILLS.

According to the Chinese Press, the amount of wine consumed by the people of Swatow has shown a considerable increase. The populace are especially fond of Tientsin wine, which represents over 50 per cent. of the potions consumed. About 30 per cent. is locally-brewed wine, and 20 per cent. imported.

The total amount of wine consumed in Swatow is said to be very large. According to statistics compiled by the Taxation Bureau there, over 130,000 jars of wine, valued at about $2,000,000, are imported from Tientsin alone every year. This year, the consumption of wine has shown an increase, and since last month, over 30,000 jars of Tientsin wine have been imported.

A Chinese paper recalls a native proverb to the effect that a drop of wine relieves a thousand sorrows. Perhaps the people of Swatow are so distressed by the latter-day struggle for existence, that they have to resort to drinking to drown their sorrows!

KWANGSI'S CONTROL REGAINED.

GOVERNMENT NOW HAS ENTIRE CHARGE.

NEW ADMINISTRATION TO BEGIN ON JULY 1.

Following the capture of Wangsien, Wingshun and other districts along the upper West River, Brigadier General Li Chen Kau of the 59th Division entered Nanning, the Kwangsi capital, on the 21st. Concillor Yang Ting Chung of the 8th Route Army has been appointed Defence Commissioner and concurrently Director of the Bureau of Public Safety at Nanning for the maintenance of peace and order there. General Lui Woon Yim, Vice-C.I.C. of the 8th Route Army, has sent his men to take over the various departments.

The flight of the Ironside-Kwangsi remnants to Hunan terminates the Kwangsi war. There is hardly any trace of rebel troops within the province, where the garrison duties of the northern and western sectors had been handed over to the local militia at the time of the insurgents' evacuation. Since then, the commandants of the local militia in various districts are reported to have wired to General Lui Woon Yim, Vice-C.I.C. of the 8th Route Army, to send them regular troops. Practically, the whole of Kwangsi Province is now in the hands of the loyal forces, who do not expect to meet any opposition when taking over those cities, formerly occupied by the rebels.

Rehabilitation.

With the conclusion of the military situation, there now arises the question of rehabilitation. Concillor Li Yi of the 8th Route Army has been appointed Pacification Commissioner of the Poseh and Lungchow region for the disbandment and recruitment of the rebel troops, who were left behind by the main body of the Ironsides and Kwangsi-ites, and some of whom were not willing to treat with the rebels. In order to prevent such disorganised remnants from becomcoming guerrillas, it becomes necessary to re-enlist these scattered elements.

According to Mr. Yang Yuen Kung, a member of the Kwangsi Provincial Committee, General Lui Woon Yim, chairman of Kwangsi, has made all preparations to organise on July 1 the Kwangsi Provincial Government, and simultaneously to inaugurate the departments of Civil Affairs and Finance, pending further instructions from the Central Government, relative to the appointments of departmental commissioners and other officials. Prior to the inauguration of the [illegible] the civil affairs will, however, be taken charge by the Commander-in-Chief, Chan Chai Tong, under order of the State Council. For the present, General Lui Woon Yim will submit a daily report by wire to the C.I.C. regarding the political movements in Kwangsi for the latter's perusal and approval.—*Canton News Agency.*

FOREIGN WHARVES AT KONGMOON.

THREAT BY LOCAL GOVERNMENT.

A.P.C., SOCONY AND CANADIAN MISSION.

[FROM OUR OWN CORRESPONDENT.]

CANTON, May 27.

The Kongmoon Municipal Government is greatly perturbed over the wharves at Pakkai of the Standard Oil Company of New York, the Asiatic Petroleum Company and the Yan Tsai Hospital which is affiliated with the United Church of Canada. It considers that these wharves were built without a proper permit, and they are therefore illegal and should be torn down. The foreign firms concerned have been notified that they must remove their wharves before June, and if they are not removed by that time, the Municipal authorities will tear them down whether their foreign owners like it or not.

The following is a free translation of the notification to the foreign firms concerned:—

"Pakkai and its shore along the river are an integral part of Kongmoon and therefore come under the jurisdiction of the Municipality. No person, foreign or Chinese, is allowed to encroach upon any part of the land or shore. It is true that the Sunning Railway has built several wharves close to its terminus, but that was done through special agreement with the Government, but the arbitrary construction of wharves by the Standard Oil Company of New York, the Asiatic Petroleum Company, and the United Church of Canada at their respective waterfronts constitutes a case of encroachment which cannot be tolerated. These foreign firms must tear down these wharves within this month. If this is not done within the time allotted, the Municipal Government, through its Bureau of Public Works, will be forced to do it for them. The materials will be sold to compensate for the expenses thus incurred. The Government is planning to fix and beautify the entire waterfront and the removal of these wharves is necessary."

MORE STUDENT TROUBLE IN CANTON.

PROFESSOR'S DISMISSAL DEMANDED.

[FROM OUR OWN CORRESPONDENT.]

CANTON, May 27.

Following the dismissal of twenty-seven students for disobedience, the entire student body of the Kwangtung Institute of Technology is again at loggerheads with the educational authorities. The students of the Institute proceeded *en bloc* to the Canton Kuomintang to solicit its help in their demand for the unconditional reinstatement of their fellow students. They demanded the dismissal of the Professor of Civil Engineering, Mr. Chang Kong Yat, branding him as incompetent to teach them. The matter is being brought to the attention of the Department of Education.

RUMANIAN PRINCE KILLED.

CRASH IN AEROPLANE NEAR BUCHAREST.

[THROUGH REUTER'S AGENCY.]

BUCHAREST, May 26.

Accompanied by the Princess, Prince Mircea Cantacuzene was piloting an aeroplane when it crashed near Baneasa aerodrome. The Prince was killed and the Princess slightly injured.

The Prince had been dropping leaflets over the streets of the capital setting forth the claims of ex-Crown Prince Carol.

U.S. SUPREME COURT.

JUDGE ROBERTS APPOINTED.

[UNITED PRESS.]

Washington, May 20.—Without a record vote, the Senate, to-day confirmed President Hoover's nomination of Mr. Owen J. Roberts to be associate justice of the U.S. Supreme Court. He had received the committee recommendation yesterday.

At no time had any genuine fight against Mr. Roberts, a Philadelphia lawyer who won fame as a Government prosecutor in the famous "oil cases" of 1924, been in prospect. The only word heard against him was from certain prohibition quarters which sought to resurrect an old speech by Mr. Roberts which they believed indicated a "wet" leaning, but this was not pressed.

Administration quarters, anxious because of the Senate's recent rejection of the nomination of Judge J. J. Parker of North Carolina, expressed relief to-day at the confirmation.

Sports News

GOLF NOTES.

DEEP WATER BAY.

[By "WRYNECK."]

On the whole, the new method of working the starting list seems to be giving satisfaction. At any rate, the hard working business man who dashes over for a snappy 9 holes before the light fails, no longer has to give precedence to bank managers and brokers embarking on their third or fourth round, in the course of which they cogitate on the T.T. rate at which, on the morrow, we shall have to buy the wherewithal to keep the wolf from the door of our numerous progeny schooling at home!

The English Close Championship.

This championship was held this year at Burnham on Sea and was preceded by the County Championship, which was won by Lancashire, Surrey being a close second.

Fourteen teams, each consisting of four players, entered and, as always, it was a very pleasant meeting.

Lancashire can always put a strong team into the field and, with the popularity of golf in the County and the numerous courses along the coast to Southport, they have a large field on which to draw.

In the Close Championship, Sutton, last year's winner, appears to have reproduced his form and reached fifth round along with such other well-known players as Layton, Bourn and Cave.

His success has given further rise to comments on his non-inclusion in the Walker Cup team.

Burnham on Sea lies to the south of Weston super Mare and is a most delightful course well worth a visit for anyone spending part of their leave in that part of the country.

Most of the holes lie amongst the undulating dunes close to the sea shore, and practically every hole is an isolated unit. In only a few cases can you see a hole other than the one you are playing. Consequently there is always a surprise round the next corner.

I spent a holiday in that district in 1926 and always remember one hole in particular. Somewhere about the 15th there is a short hole, about 130 yards, played from about 20 feet above onto a small green with a steep bank down to the green on the right and some wicked rushes on the left, so that, in spite of the shortness, it required a really good shot to stop on the green.

On the same trip we visited Westward Ho, with Saunton across the Bay, and then slipped across to Budleigh Salterton, another delightful holiday course.

The U.S. Women Golfers.

The invaders lost no time in starting practice. It was arranged that the boat train from Southampton should drop them at Woking, from where they dashed straight onto the course at Sunningdale.

Miss Helen Hicks, one of the "Big Four," seems to have captivated the public imagination, both by her charming personality and by the way she lives up to her hard hitting reputation.

It is reported that she was on the edge of the 3rd green, 393 yards, from the tee and at the first 492 yards, she was ten yards short with a drive and a spoon from a cupped lie. Competent judges affirm that her length is inferior to no other women, Cecil Leich and Joyce Wethered included.

Miss Mollie Gourlay and Miss Glenna Collett appear to have had a great match, the golf being of a very high standard, judging by the fact that with only one day's practice, Miss Collett was round in 75 from the men's medal tees and Miss Gourlay in the same figure being out in 39 and home in 36.

Miss McCulloch accounted for Miss Hicks, and Miss Fishwick, after a shaky performance in the foursomes, won her match by a substantial margin, thereby apparently recovering her confidence by the time the women's championship arrived.

Ladies may be interested to know that the Americans favoured a shade of blue, while brown or grey was the prevailing colour in the British ranks, although Miss Gourlay wore a green coat and beret. Mrs. Mida (America) had a striking colour scheme—orange coat, a white skirt and diamond check stockings!

LEAGUE TENNIS.

ANOTHER LARGE NUMBER OF FIXTURES.

Another large programme of matches is down for decision this afternoon, and at the time of writing, the weather looks as if it would hold good, but the local weather is so changeable that one does not dare more than hope for the best.

The Indian Recreation Club are making their initial appearance in the mixed doubles competition, and it will be interesting to see how they will shape.

To-day's Fixtures.

The full list of fixtures for to-day is appended:—

"B" Division.

E.Y.M.C.A. *v.* M.B.K.
S.C.A.A. *v.* Recreio.
C.R.C. *v.* H.K.C.C.
V.S.R.C. *v.* N.C.
C.C.C. *v.* R.E.S.C.
C.S.C.C. *v.* I.R.C.
H.K.U.T.C. *v.* K.C.C.

"C" Division.

N.C. *v.* G.T.C.
K.C.C. *v.* F.C.
C.R.C. *v.* S.C.A.A.
Recreio *v.* H.K.U.T.C.
I.R.C. *v.* C.S.C.C.
K.I.T.C. *v.* H.K.C.C.

Mixed Doubles.

I.R.C. *v.* L.R.C.

CHAMORRO BALL TEAM PASS THROUGH.

FRIENDLY GAME WITH HELENA.

There was a friendly baseball game on Monday between a team from Guam and the U.S.S. Helena at Caroline Hill, and a very enjoyable match ended in a win for the Islanders by 12 runs to 4. The team arrived here by the s.s. Gold Star, and a prominent passenger on board the vessel is Governor Willis W. Bradley of Guam. The ship left shortly after 6 p.m. yesterday for Manila.

The Chamorros played good baseball, their fielding being very smart, while the team had more than one hefty hitter.

A lot of baseball is played in Guam and there they nearly always have a five-team league—two native sides and three from the Services. Although Guam is not a very well-known spot, the natives play good baseball there and as regards the team that visited us, three or four of the players were even bigger and heftier than "Big Ben" Zafra, the Filipino catcher. The game is very popular in this little Island, and the principal games are played in the plaza of the capital, Agana. On one side of the diamond is the Governor's palace and garden, and there is a twelve-foot wall around this garden. It is, however, no uncommon thing for the lusty batters of the Chamorro teams to lift the ball over this wall, which is a good distance away from the diamond.

The Chamorro, as the native of Guam is called, is a mixture of many races—Moro, Filipino, Malay and others. Old utensils and ruins found on the Island indicate that it was first peopled by Polynesians, the same race that now inhabits the Hawaiian and Society Islands, and this theory is borne out by the large stature and fine appearance of many of the Chamorros to be found in the interior of the island. The general appearance, however bears a close resemblance to the Filipinos.

LOSS TO LOCAL BASEBALL.

"BILL" BURRELL LEAVING SHORTLY.

While his many friends will congratulate him on his promotion, they will be also sorry to hear that "Bill" Burrell, of the American Asiatic Underwriters, will be shortly leaving for the Straits Settlements, where he will have charge of the Asia Life Insurance Company as well as the American Asiatic Underwriters. In addition to the Straits Settlements, Mr Burrell will be also in charge of the F.M.S. and Dutch East Indies territory, and will, in the course of his duties, have to do a lot of travelling.

Mr. Burrell recently accepted the post as hon. secretary of the Hong Kong Baseball Association, but in view of his transfer, had to send in his resignation. Followers of the game know what a lot "Big Bill" has done towards the cause of furthering the interests of the ball game in the Colony, and for the past few years he has been one of the mainstays of the Hong Kong Baseball Club outfit taking up the position behind the ...ter at times, while at others he had charge of the initial sack. In addition, he ... a hefty hitter, and though he once remarked that he was "built more for comfort than for speed," he has featured regularly in the list of local home-run kings.

The exact date of Mr. Burrell's departure has not yet been fixed, but we have been informed that he will be here for yet another three weeks. His friends will wish him good luck in his new sphere of work.

AUSTRALIAN-SURREY MATCH ABANDONED.

[THROUGH REUTER'S AGENCY.]

LONDON, May 27.

The match between Surrey and the Australians was abandoned owing to rain.

Lawn Bowls.

NOTES ON LAST WEEK'S MATCHES.

TWO GAMES WITH CLOSE FINISHES.

[BY "BACK WOOD."]

Lawn bowls matches last Saturday received serious interference at the hands of the Weather Clerk, who commenced the attack at about the time now known as the tea interval. The result was that two games in each division had to be left over for continuation at a later date. Hong Kong grounds received more of the rain than the other side of the harbour. The only game which was played to a finish here was the junior fixture at North Point between the Electricians and Taikoo. At one time, hope of continuing the matches in Kowloon was abandoned, but the rain eventually ceased to enable all the three matches to be completed in bad light at the close.

* * *

Taking the games which were partly completed, the Police gave a better account of themselves when they crossed over to Craigengower. They managed to hold on to the champions and were only eleven shots down all round. The home rinks all have the advantage, but the difference is so small as to make the champions watch their friends closely when they resume the game. Taikoo seniors, at home, established a lead of 21 shots in their partly completed game with Kowloon C.C. Skips Wallace and Wotherspoon are well up on the visitors. Ferguson's rink is down by six shots to Fraser's team.

* * *

Civil Service juniors are well on the way to recording their fourth successive victory. In receiving their Valley colleagues, all the home rinks held the upper hand at the uncompleted stage and were leading by 26 shots. The Yacht Club, at home, had a slight gain on the Kowloon Bowling Green Club, but they lost it when the game was resumed on Monday. The visitors won by eight shots, thanks to a gain on two rinks. Davidson's rink lost for the first time by seven shots. This rink had been successful in their three previous efforts and held a majority of 52 shots—90 shots for and 38 against. Roylance's rink has now taken part in four matches and won every one of them. The position here is 43 shots up—103 for and 62 against. These two rinks have been the main stay of the Kowloon team in winning all their four matches.

* * *

The two senior league games which were completed in Kowloon were both decided in the darkness, with excited spectators and players crowding round to see which way the points would go. In the match between Civil Service and the Bowling Green, Grimmitt's rink gained a lead of ten shots in the early part of the game, but when the 15th head was finished, Guy's rink had crept up to within a single shot, 14-15. However, the Valley rink broke away again with a four and pair of two's to win by eight shots. On the other side, Holland's rink held the advantage on Brawn's team by 21-12 with two heads to go. Brawn then succeeded in getting five and gave two shots away to lose by only eight shots. These two rinks were, therefore, all square.

* * *

Meanwhile a merry tussle was going on in the middle rink between Moss and Whibley, and the finish proved very exciting. Whibley had a lead of 19-21 after 15 heads, but Moss pulled up with a three and a single to reduce the difference to two shots, 18-20, in the penultimate head. After McTavish, playing number three for the home rink, had placed his woods in the neighbourhood of the jack to provide two counters, Moss came down with a heavy wood to drive the jack over the side line to burn the head. In the replay, the home rink were again the closest to the jack, but Moss had another share of luck in being able to carry the jack away to count three for his side—just one shot more to win.

* * *

A mighty effort was made by Skip Johnston to win the match for Kowloon Dock at King's Park, but Club de Recreio were not to be denied their rights. When the rain put a temporary stop to play, the home team were leading by 13 shots. They were 26 up on two rinks while the third had fallen. The position then was Ribeiro-Johnston 15-8, Luz-Gray 10-6, Marques-Lapsley 4-17, for eleven, 13 and 12 heads respectively. On the heavy green the home players were gradually losing their advantage. In their third effort after the resumption, Marques scored a five, but it was not long before Lapsley retaliated with a four, and crowned it with a six. They shared the last two heads with three shots each. In the middle rink, Luz was unable to prevent six shots going to Gray in the 17th head, which left him with a shortage of eight shots, and the position was the same in the end. Taken together, the two home rinks were down by nine shots.

* * *

As in the other match commented on above, Skips Ribeiro and Johnston had to decide the issue. At the end of the 18th head, when the position on the other two rinks was known, Ribeiro was leading 25-12, or four shots up for the home team all round. Johnston's rink took the next two heads with a single and two, leaving the Dock only one shot behind and the last head to go. On a fairly full bead, the three Recreio players made their supporters gasp by each of them wasting his first wood in the gutter. The Dock then counted the shot a yard in front of the jack with three others behind. All eyes were turned on Lopes, the home number three, who came with a smile to steal the shot by about an inch. The wood came on the fore-hand and lay beside the other which had so far provided a problem. Johnston failed to effect a clearance, while Ribeiro partly succeeded in closing the track. Johnston's last wood narrowly missed the charmed wood and instead took his away. Recreio thus secured one shot to win by a total of two shots.

* * *

In the junior section, Club de Recreio again romped home with a comfortable victory over the Kowloon C.C. It is difficult to understand the wavering form of some of the teams. Civil Service seconds and the Yacht Club beat Recreio one after the other, and the latter went to Taikoo to record a smashing victory. On top of it they beat Kowloon C.C., who had, in turn, accounted for Craigengower and the Electric R.C., the latter by a very heavy margin. Recreio won this time by 19 shots, two rinks being very prominent in the victory. The Electricians beat Taikoo by 41 shots. A feature of this game was that Muskett's rink won by 31 shots, while the opposing rink had to be satisfied with four singles.

(Continued on next Column.)

BOBBY JONES' FINE EXHIBITION.

EXCITING GAMES AT ST. ANDREW'S.

HOLES FROM BUNKER.

[THROUGH REUTER'S AGENCY.]

LONDON, May 26.

Bobby Jones gave a thrilling display of golf at St. Andrew's to-day when he was opposed to Roper in the first round of the Amateur Golf Championship. There was a record entry of 272 and play to-day was continued through a heavy mist.

Bobby Jones was followed by a huge gallery and he obliged with some thrilling golf against the young Nottingham player, Roper.

At the first hole he played his second shot with a mashie and put his ball a yard from the pin, going down in three. At the third he got into a bunker from the tee. He holed out, however, with a deep-faced mashie, a distance of a hundred and sixty yards, for a two amid a tumult of applause.

He got another three at the seventh hole and turned round two holes to the good.

At the dreaded "Aden" hole he put his tee shot two feet from the hole and went down in two.

Bobby Jones' card was as follows:

									S
Out	3	4	3	2	4	5	3	5	4=33
Home	4	2	3	5	5	4	4		=27

Whereas Bobby Jones did the 16 holes in 60, Roper took 63, good enough to beat an ordinary first class golfer.

Tolley was three down at the eleventh hole to Captain Moxon, but he then took four holes in a row and beat Captain Moxon two up.

Bookless, Tolley's conqueror on Saturday, was beaten at the nineteenth hole by Captain Jobson, the ex-Army champion.

All the above had byes in the second round, likewise McLelland of Johannesburg, who was beaten by the Royal and Ancient Captain, Lieutenant-Colonel Skene by 5 and 3. Several Americans were beaten in the first round but the results were of no importance.

Voight, of the United States, beat Tipple at the nineteenth hole. Eric Fiddian beat A. Guild one up. Watt beat Doctor MacCallum 2 and 1, Major Martin beat de Montmorency 4 and 3 and A. Peech beat Richard Kyle of Selangor 3 and 2.

Fine Victory for Young Scot.

LONDON, May 27.

There was a further American reverse when the 23-year-old Scot, W. Spark of Montrose, defeated Willing (America) by 2 and 1.

D. Fiddian, in his first British Championship playing excellent golf, beat Bourn the English champion by 2 and 1.

Wethered beat Mathieson, the young Oxonian, by 5 and 3.

CHINA SCORES AT SOCCER.

PHILIPPINES BEATEN IN OLYMPIAD.

HONG KONG WELL REPRESENTED.

[THROUGH REUTER'S AGENCY.]

TOKYO, May 27.

In the Far East Olympiad, in soccer, China, represented by South China, beat the Philippines by 5-0.

Altogether 15 football stars form the South China team, of which seven were selected from Shanghai, one from Canton, while the rest are from Hong Kong. The one from Canton is Chen Kwang Yiu who represents the Ling Nam College.

The name of the Hong Kong players are as follows:—

Liang Yin Cheng, Lee Tin Seng, Lee Wei Fan, Cho Kwei Shing and Wong Shui Wah (Chinese Athletic Association); Yip Pak Wah and Lee Kin Seng (South China Athletic Association).

Japanese Superior in Tennis.

In the tennis, Sato (Japan) beat Lum (China) 6-4, 6-0, 6-2.

Nunoi was leading Khoo 10-8, 6-3, 1-0, when Khoo defaulted, suffering from cramp.

In the women's tennis Miss Takiguchi beat Miss Lucy Lee 7-5, 6-4.

In the match in which Miss Kobayashi was leading Miss Gloria Lee 4-0, was postponed on account of rain.

MONGOLIA, TIBET, AND NANKING.

INDEPENDENT NEGOTIATION FORBIDDEN.

The Mongolian and Tibetan Affairs Conference was formally opened in Nanking last week, over 40 delegates from Mongolia and Tibet being present under the chairmanship of Mr. Li Pei Tien. In the course of his opening address, Mr. Li said that the conference was very important because all policies concerning the improvement of Mongolian and Tibetan affairs were to be decided upon. Mr. Li asked those present to submit opinions in writing.

The first meeting of the conference was then held at which questions relating to reconstruction in Mongolia and Tibet, the resumption of postal service between Mongolia and Tibet, telegraphic and wireless communications between Mongolia and Tibet, a survey of Mongolia and Tibet by aeroplanes, etc., were discussed.

On the same day, says the *N.C. Daily News*, a message was issued by the Waichiaopu to the "brethren of Mongolia and Tibet," saying that, according to the stipulations of the Sino-Russian Agreement of 1924, Russia recognized Outer Mongolia as part of China's territory and, therefore, Russians enjoyed no special privileges in Outer Mongolia at present. The message called upon the "brethren of Mongolia and Tibet," particularly those of Outer Mongolia, not to be misled by foreigners, but to support the Central Government in bringing about diplomatic unification. The Governments in Mongolia and Tibet have no right, says the message, to open direct negotiations with any foreign Powers, such right being vested in the Central Government.

TRAFFIC SUMMONSES.

NEGLIGENT DRIVING ON THE PEAK ROAD.

Mr. T. H. King, Acting Inspector General of Police, summoned a Chinese public vehicle driver for negligent driving on the Peak Road before Mr. R. E. Lindsell at Central Magistracy.

Mr. King said that he was proceeding in his car up Stubbs Road when the defendant's car came around a bend below the Peak Church at a high speed and on the wrong side of the road. He had to pull his car sharply into the side of the road to avoid a collision.

A fine of $20 was imposed.

Learner Driver Fined.

Mr. King also prosecuted in a case against a learner driver of a motor lorry for driving outside the area of the provisions of his learner's license.

Mr. King said that he left his car on the side of the road near Dairy Farm Hill on the Pokfulam Road. The defendant, who was driving the lorry, attempted to pass an approaching bus but lost his head and ran into the rear of Mr. King's car.

The driver was fined $10 for the offence, and a further $15 on a second count of failing to notify a change of address.

Warder Also Fined.

Warder Dodders, of the Victoria Gaol, was also summoned for driving a car on Kennedy Road without a special permit from the police, and with failing to produce his license.

Mr. W. Kent, A.S.P., said that the defendant had been given a permit to drive his motor cycle combination, but since then he had had two different cars for which he had not troubled to obtain permits.

The defendant was cautioned for this offence but fined $5 on the charge of failing to produce his license.

Special Privilege?

A Chinese lorry driver who was also summoned for driving on Kennedy Road without a permit, stated that he had special consideration because his employers were Government contractors. Mr. Kent pointed out that the defendant would have been granted a permit if he had applied for one.

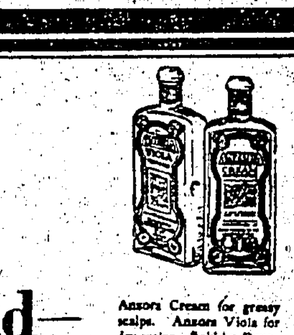
A fine of $10 was imposed.

SOME NEW WORLD RECORDS ACCEPTED.

[UNITED PRESS.]

New York, May 20.—The International Athletic Federation met to-day and adopted several world records, but did not act on any of the several claims for new records in the 100-yard dash.

The Philippines and Bolivia were admitted to membership in the federation.



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—M.R.C.S.

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INTIMATIONS.

UNION INSURANCE SOCIETY OF CANTON, LTD.

(INCORPORATED IN HONG KONG).

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-SEVENTH ORDINARY YEARLY MEETING of the Society will be held at the HEAD OFFICE, UNION BUILDING, Hong Kong, on FRIDAY, 30TH MAY, 1930, at 11 O'CLOCK A.M., for the purpose of receiving the Report of the Directors and the Statements of Account to 31st DECEMBER, 1929, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from 12TH MAY to 30TH MAY, Both Days inclusive.

By Order of the Board,
PAUL LAUDER,
General Manager.
Hong Kong, 5th May, 1930.
[9390

THE CHINA FIRE INSURANCE COMPANY, LTD.

(INCORPORATED IN HONG KONG).

NOTICE TO SHAREHOLDERS

NOTICE IS HEREBY GIVEN that the SIXTY-FIRST ORDINARY YEARLY MEETING of the Company will be held at its HEAD OFFICE, UNION BUILDING, Hong Kong, on FRIDAY, 30TH MAY, 1930, at 11.15 A.M., for the purpose of receiving the Report of the Directors and the Statements of Account to 31st DECEMBER, 1929, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from 12TH MAY to 30TH MAY, Both Days inclusive.

By Order of the Board,
PAUL LAUDER,
General Manager.
Hong Kong, 5th May, 1930.
[9391

BRITISH TRADERS' INSURANCE CO., LTD.

(INCORPORATED IN HONG KONG).

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the SIXTY-FOURTH ORDINARY YEARLY MEETING of the Company will be held at its HEAD OFFICE, UNION BUILDING, Hong Kong, on FRIDAY, 30TH MAY, 1930, at 11.20 A.M., for the purpose of receiving the Report of the Directors and the Statements of Account to 31st DECEMBER, 1929, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from 12TH MAY to 30TH MAY, Both Days inclusive.

By Order of the Board,
PAUL LAUDER,
General Manager.
Hong Kong, 5th May, 1930.
[9392

NOTICE.

PEACE MEMORIAL SCHOLARSHIPS.

CHANGE OF EXAMINATION.
(Amended)

BY virtue of the powers conferred on them in Articles 4 of the Trust Deed, the Trustees of the Peace Memorial Scholarships have made arrangements whereby the examination for these Scholarships shall henceforward be the School Certificate Examination of the University of Cambridge. The Examination Syndicate of Cambridge University has undertaken to make the recommendations for the award of the Scholarships on the Result of the School Certificate Examination to be held in DECEMBER, 1930.

The List of Examination subjects to be taken by candidates Eligible for the Scholarships of which THREE will be competed for, in DECEMBER 1930, is as follows:—*Compulsory.*

GROUP I.
Subject 2 ..... English.
" 4 ..... Geography.
GROUP II.
" 5 ... Latin together with one other language.
GROUP III.
" 12.... Elementary Mathematics. Together with two of the following.
Subject 13..... Additional Mathematics Papers I, II and III.
" 14 .. Chemistry.
" 15 ... Physics.
" 16 .... Botany.

Candidates for these Scholarships are required to fill in a Special Application Form in addition to the usual Examination Entry Form. The necessary forms and any further information with reference to these Scholarships may be obtained from the Local Secretary, Cambridge Examination Syndicate, Further extract for Study [illegible]

H. E. ARNHOLD,
S. M. EDWARDS.
Trustees, Peace Memorial Scholarships.

COUNCIL CHAMBER,
Shanghai, December 3, 1929.
[9466

INTIMATIONS.

HONG KONG JOCKEY CLUB.

NOTICE IS HEREBY GIVEN that An EXTRAORDINARY GENERAL MEETING of the VOTING MEMBERS of the HONG KONG JOCKEY CLUB will be held at the CLUB HOUSE, HAPPY VALLEY, Victoria, in the Colony of Hong Kong, on WEDNESDAY the 4TH DAY of JUNE, 1930, immediately after the HALF YEARLY MEETING of VOTING MEMBERS, for the purpose of considering, and if thought fit, passing the following resolution:—

"That the present unincorporated Members Club known as the HONG KONG JOCKEY CLUB be incorporated and registered in Hong Kong under the Hong Kong Companies Ordinances as a Company limited by guarantee and that the name of such Company shall be the HONG KONG JOCKEY CLUB and that the draft Memorandum and Articles of Association contained in the printed document submitted to the Meeting and for the purpose of identification subscribed by the Chairman thereof be approved and adopted as the Memorandum and Articles of Association of the Club as incorporated and that the same be subscribed by the existing Stewards of the HONG KONG JOCKEY CLUB and registered as such and that the Company be registered without the addition of the word Limited to its name as being an association which intends to apply its profits in promoting its objects and which prohibits the payment of any dividends to its Members and that the existing Stewards of the HONG KONG JOCKEY CLUB do forthwith after the incorporation and registration of the said Company transfer and assign all the property effects benefit and liabilities of the present unincorporated HONGKONG JOCKEY CLUB to the Company so incorporated and registered."

And NOTICE IS HEREBY ALSO GIVEN that A Further EXTRAORDINARY GENERAL MEETING of the HONG KONG JOCKEY CLUB will be held at the Same Place on MONDAY, the 23RD DAY of JUNE, 1930, at 5.30 O'CLOCK in the AFTERNOON, for the purpose of receiving a Report of the Proceedings of the above mentioned Meeting and of confirming, if thought fit, the above mentioned resolution.

Copies of the proposed Memorandum and Articles of Association are open to the Inspection of Members and can be seen during the usual Business Hours at the Office of the Secretary, MR. C. B. BROWN, MESSRS. LINSTEAD & DAVIS, Alexandra Buildings, Hongkong and at the Office of MESSRS. DEACONS, 1, DES VOEUX ROAD CENTRAL, Hong Kong, the Club's Solicitors, and at the CLUB HOUSE, HAPPY VALLEY, Hong Kong.

Dated the 21st day of May, 1930.

By Order of the STEWARDS.
C. B. BROWN,
Secretary.
[9463

THE RAUB AUSTRALIAN GOLD MINING CO., LTD.

(INCORPORATED IN QUEENSLAND.)

NOTICE OF DECLARATION OF FINAL DIVIDEND.

NOTICE IS HEREBY GIVEN that a FINAL DIVIDEND of 1s. 6d per share on account of the year ended 31ST MARCH, 1930 has been declared by the Directors of the Company in BRISBANE, payable to Shareholders on the Registers at BRISBANE and SINGAPORE on THURSDAY, 19TH JUNE, 1930.

NOTICE IS ALSO HEREBY GIVEN that the SINGAPORE Transfer Registers will be CLOSED from THURSDAY 5TH JUNE to THURSDAY 19TH JUNE, 1930, both Days inclusive for the preparation of Dividend Warrants.

By Order of the Board.
DERRICK & CO.,
Chartered Accountants,
Local Secretaries.

Hongkong Bank Chambers,
Singapore, 17th May, 1930.
[9465

HONG KONG JOCKEY CLUB.

DRAFT Programmes and Entry Forms for the SIXTH EXTRA LARGE MEETING to be held on SATURDAY, 7TH JUNE, and on MONDAY, 9TH JUNE, 1930 (Weather Permitting), may be obtained at the RACE COURSE, HONG KONG CLUB, and CAUSEWAY BAY STABLES.

Entries to CLOSE at 12 O'clock NOON on THURSDAY, 29TH MAY, 1930.
[9408

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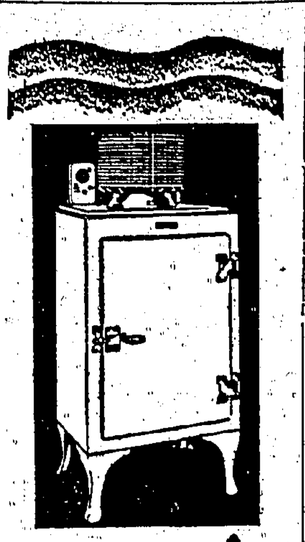

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U.S. BASEBALL.

HEAVY SCORING BETWEEN DODGERS AND PHILLIES.

BABE RUTH'S THREE HOMERS IN ONE GAME.

[UNITED PRESS.]

New York, May 20.—With fair skies smiling on big league diamonds throughout the country after the rainy weather of the last few days, seven games were played to-day although no major shifts of percentages resulted.

Neither Washington nor Philadelphia, American League leaders tied at .643 played to-day, but in the National League both the first-place Brooklyn Dodgers and their runners-up, the St. Louis Cardinals, won and increased their percentages to .586 and .567 respectively.

Herman and Lopez of the Dodgers hit home runs against Philadelphia while Klein of the Phillies likewise clouted a four-bagger, the game going to Brooklyn by a score of 16-9. The Dodgers ran up a total of 18 hits, while the Phillies got a dozen.

The First Casualty.

Genewich of the New York Giants provided the first major casualty of the present season when he was hit by a ball which whizzed through the pitcher's box before he could recover balance from delivering the pitch. He was knocked unconscious. Physicians stitched up the wound in the scalp and he was removed to a hotel. With the bases full in the tenth inning Sister of the Braves singled and scored 2 and the Braves won by a 4 to 3 score although the Giants had 11 hits to the Braves' eight.

The Pittsburgh Pirates whitewashed the Reds at Cincinnati, 5-0, totalling 14 hits to the Reds' four with each team making one error. Slugging by Bricknell, Waner and Comorosky won the contest.

Playing at St. Louis, the Cards overwhelmed the Cubs by a 16-to-3 score. Four errors by the Chicagoans played a part in their defeat, but the Cards out-hit them too, garnering 15 hits to the Cubs' eight.

Babe Ruth's Bad Luck.

In the American League the Yankees beat Boston 7 to 4 in an errorless game. Gehrig walloped out another home run, while the usually mighty Babe Ruth, who seems not to have hit his stride as yet, failed to make either a hit or a score.

The St. Louis Browns, tail-enders in American League standing, turned on Detroit's Tigers and spanked them 8 to 2, running up 12 hits to the Tigers' seven. Detroit committed one error, the only one of the game.

Playing at Chicago, the Cleveland Indians won over the White Sox 7 to 5. The Indians cinched the game by bringing in three runs in the second inning and another in the third.

The following are the detailed results of to-day's games:—

AMERICAN LEAGUE.

Clubs.	R.	H.	E.
New York	7	10	0
Boston	4	9	0
St. Louis	8	12	0
Detroit	2	7	1
Cleveland	7	10	1
Chicago	3	12	0

Others unscheduled.

NATIONAL LEAGUE.

Clubs.	R.	H.	E.
Boston	4	8	0
New York	3	11	1
Brooklyn	16	18	0
Philadelphia	9	12	1
Chicago	3	8	4
St. Louis	16	15	1
Pittsburgh	5	14	1
Cincinnati	0	4	1

Babe Ruth in Form.

New York, May 21.—A throng of 22,000 cheering Philadelphia fans watched the world champion Athletics win two games against the Yankees to-day, keeping the Athletics in a tie position with the Senators for leadship of the American League. Both teams now have percentages of .667, as Washington won twice to-day also.

In the initial contest Babe Ruth, famous swatsmith of the Yanks, finally got into his hitting stride and walloped out three home runs in the first, third and eighth innings respectively. Chapman also hit a home run. Fox of the Athletics not only whacked a home run but he also tripled and singled, and Earnshaw fanned five men. The Athletics, profiting by three Yank errors, took the first game 15-7, and although the Athletics made two errors in the second contest they won that 4-1.

Another double-header took place in the American circuit to-day between Boston and Washington, with the Senators taking the first game 10-2 and the second 6-1. Liska of the Senators fanned three men and walked only one. In the second game Judge of the Senators walked and singled for a total of two tallies. Boston played loosely, committing three errors in the second game and two in the second.

The St. Louis Browns went to Cleveland and nosed out the Indians 6 to 5 although making but 10 hits to the Indians' 11. The home town team committed two costly errors.

Playing at Chicago, the White Sox profited by three Detroit errors and took a 9-3 win from the Tigers, chalking up 13 hits to 10 for the Tigers.

Brooklyn kept at the top of the National League by winning again to-day, trimming the Braves 12 to 1, largely because of four errors by the Bostonians. This left the Dodgers with a percentage of .600. The St. Louis Cards run next with .581, followed by the Giants with .552 and Pittsburgh with .538.

The Cardinals won from Cincinnati to-day 3 to 2, with Douthit whacking a triple and Gilbert, Frisch and Wilson doubling. Hallahan fanned six men and the Reds made but five hits.

Playing at New York, the Giants turned 11 hits into 11 runs while the Phillies made but four runs on eight hits. Each team made one error.

Pittsburgh's Pirates cleared up the Chicago Cubs readily by a 10-3 score, getting 12 hits to Chicago's eight and with each team committing one error.

The following are the detailed results of to-day's games:—

AMERICAN LEAGUE.

Clubs.	R.	H.	E.
Boston	2	7	3
Washington (first game)	10	16	2
Boston	1	6	2
Washington (second game)	6	11	0
New York	7	12	3
Philadelphia (first game)	15	14	0
New York	1	5	0
Philadelphia (second game)	4	9	2
St. Louis	6	10	0
Cleveland	5	11	2
Detroit	3	10	3
Chicago	9	13	1

NATIONAL LEAGUE.

Clubs.	R.	H.	E.
Brooklyn	12	13	0
Boston	1	10	4
Philadelphia	4	8	4
New York	11	11	1
Cincinnati	2	5	1
St. Louis	3	10	0
Chicago	3	8	1
Pittsburgh	10	12	1

(Second game of double-header yesterday, received too late for inclusion).

AMERICAN LEAGUE.

Clubs.	R.	H.	E.
Cleveland	7	13	1
Chicago	3	11	3

Standings.

AMERICAN LEAGUE.

Clubs.	Won	Lost	Pct.
Washington	20	10	.667
Philadelphia	20	10	.667
Cleveland	17	13	.567
New York	14	14	.500
Chicago	12	15	.444
St. Louis	12	18	.400
Boston	12	19	.387
Detroit	12	20	.375

NATIONAL LEAGUE.

Clubs.	Won	Lost	Pct.
Brooklyn	18	12	.600
St. Louis	13	13	.581
New York	16	13	.552
Pittsburgh	14	12	.538
Chicago	17	16	.515
Boston	13	16	.448
Cincinnati	12	17	.414
Philadelphia	8	19	.296

TO-DAY'S WIRELESS PROGRAMME.

BROADCAST BY Z.B.W. ON 355 METRES.

11 to 11.30 a.m.—Commercial News.
11.30 a.m. to 12.30 p.m.—Chinese programme.
12.30 to 2 p.m.—Programme of Victor records supplied by Messrs. Tsang Fook Piano Company.
6 to 7 p.m. Chinese programme.
7 to 8 p.m.—Dance programme (Victor records).
7 p.m.—"When The Little Red Roses Get The Blues For You—Fox Trot" and "Sing A Little Theme Song—Fox Trot" (Al Dubin-Joe Burke), George Olsen and His Music, Vocal refrain by Fran Frey.
7.06 p.m.—"Lazy Louisiana Moon—Waltz" (Walter Donaldson) and "Alone With My Dreams—Fox Trot" (Gus Kahn-Harry Archer), Nat Shilkret and the Victor Orchestra.
7.12 p.m.—"Exactly Like You—Fox Trot" (Dorothy Fields-Jimmy McHugh) and "On the Sunny Side of the Street—Fox Trot" (Dorothy Fields-Jimmy McHugh), Bernie Cummins and His New Yorker Hotel Orch.
7.18 p.m.—"Red Hot Chicago—Fox Trot" (De Sylva-Brown-Henderson) and "Wasn't It Beautiful While It Lasted?—Fox Trot" (De Sylva-Brown-Henderson), Waring's Pennsylvanians.
7.24 p.m.—"The Woman in the Shoe—Fox Trot" (Arthur Freed-Nacio Herb Brown) and "Only Love Is Real—Fox Trot" (Arthur Freed-Nacio Herb Brown), The High Hatters, conducted by Leonard Joy.
7.30 p.m.—"When It's Springtime in the Rockies—Waltz" and "Down the River of Golden Dreams—Waltz," Hilo Hawaiian Orchestra.
7.36 p.m.—"Sweepin' the Clouds Away—Fox Trot" (San Coslow) and "Any Time's the Time to Fall in Love—Fox Trot," Philip Spitalny and His Orchestra.
7.42 p.m.—"The One I Love Just Can't Be Brothered With Me—Fox Trot" and "Blue, Turning Grey Over You—Fox Trot," Nat Shilkret and the Victor Orchestra.
7.48 p.m.—"Let Me Sing and I'm Happy—Fox Trot" (Irving Berlin) and "Across the Breakfast Table, Looking at You—Fox Trot," Waring's Pennsylvanians.
7.54 p.m.—"Polly—Fox Trot" (J. S. Zamecnik) and "Prudy—Fox Trot" (Frank Banta-Peter De Rose), Zez Confrey and His Orchestra.
8 to 9 p.m.—Variety programme of Victor records supplied by Messrs. Tsang Fook Piano Co.:
8 p.m.—"Carneval Overture" (Dvorak, Op. B2), Chicago Symphony Orchestra, direction of Frederick Stock.
8.08 p.m.—"Danny Deever" (Rudyard Kipling-Walter Damrosch) and "On the Road to Mandalay" (Rudyard Kipling-Oley Speaks), Reinald Werrenrath, Baritone with Orchestra.
8.16 p.m.—Rose in the Bud" (Dorothy Forster) and "One Little Dream of Love" (Westell Gordon), Renee Chemet, Piano accompaniment, Harry Kaufman.
8.22 p.m.—"Carry Me Back to Old Virginny" (James Bland) and "Darling Nellie Gray" (B. R. Hanby), Peerless Quartet.
8.28 p.m.—"Parade of the Wooden Soldiers" (Leon Jessel) and "O, Ya Ya" (Raymond Klages-Alexandra de Markoff), Paul Whiteman and His Orchestra.
8.34 p.m.—"Carceleras (Prison Song)" (Chapi) and "Serenata (Serenade)" (G. A. Cesareo-F. Paolo Tosti), Amelita Galli-Curci, Piano accom., Homer Samuels.
8.40 p.m.—"Peer Gynt Suite No. 2 Part 1: Ingrid's Lament" (Greid, Op. 55) and "Peer Gynt Suite No. 2 Part 2: Arabian Dance" (Grieg, Op. 55), Symphony Orchestra, conducted by Eugene Goossens.
8.48 p.m.—"Peer Gynt Suite No. 2 Part 3: The Return of Peer Gynt" and "Peer Gynt Suite No. 2 Part 4: Solvejg's Song," Symphony Orchestra, conducted by Eugene Goossens.
9 p.m.—Weather report. Studio concert.

PROGRAMME.

1. Pianoforte Solos—(a) The Erlking, (b) The Lindentree, (c) Soiree de Vienna, Schubert-Liszt, Mr. Harry Ore.
2. Ballads—Selected, Mrs. Shoesmith.
3. Violin Solo—"Czardas" (Montl) and "Madrigale" ((Simonetti), Yvonne Curti (Columbia record).
4. Songs—(a) "Bois Epais" (Lully) and (b) "Arioso de Benvenuto" (Diaz), Mr. Li Chor Chi.
5. Pianoforte Solos Ballad Op. 24 (Grieg), Mr. Harry Ore.
6. Songs—(a) "Torna A Surriento" (De Curtis) and (b) "Il Pescatore Canta" (Tosti), Mr. Li Chor Chi.
7. Humorous Sketch—"The Fourth Form at St. Michaels", (Will Hay), Will Hay and His Scholars (Columbia record).
8. Ballads—Selected, Mrs. Shoesmith.
9. Pianoforte Solos—(a) Polka (Rubinstein), (b) Gavotte (Glazunoff) and (c) March "Tannhauser" (Wagner), Mr. Harry Ore.
10. Songs—(a) A Song and a Dream (Cadman) and (b) The Yeoman's Wedding Song (Poniatowsky) Mr. Li Chor Chi.

10.30 p.m. (approx.).—Close down.

NOVEL FEAT BY U.S. AVIATOR.

MACHINE HOOKED TO BOTTOM OF DIRIGIBLE.

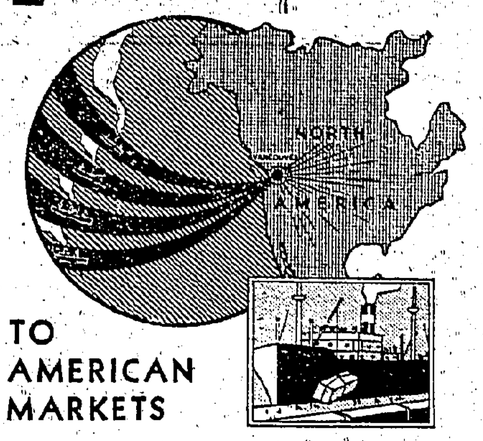
[UNITED PRESS.]

Old Point Comfort, May 20.—Lieut.-Comdr. Nicholson, piloting an aeroplane which took off from the deck of the aeroplane-carrier, Saratoga, to-day, in the course of special manœuvres of the U.S. Atlantic Fleet, successfully ranged up under the dirigible, Los Angeles, at an altitude of 2,000 feet and hung to the bottom of the dirigible by a metal hook.

After stopping his engine and being carried for some distance by the Los Angeles, Comdr. Nicholson disengaged the plane and descended to land upon the deck of the Saratoga.

President Hoover was an interested witness of the feat.

ECONOMICAL ROUTE



TO AMERICAN MARKETS

FOLLOW the shipping lanes from the Orient to America. You'll find the Via Vancouver route to United States markets shorter than that of any other major developed seaport on the Pacific Coast. This means a shorter period in transit for your merchandise . . . better service to consignees, a saving in interest and insurance charges. Cargoes are handled with dispatch and efficiency at this safe land-locked harbour with highly efficient terminal facilities, 49 steamship lines and two great transcontinental railways. Port authorities give friendly co-operation in the quick discharge of cargoes.

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VANCOUVER HARBOUR COMMISSIONERS
VANCOUVER, B.C. CANADA
342

REMOVAL NOTICE.

OUR SHOP has now been REMOVED to No. 60, QUEEN'S ROAD CENTRAL.

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'PUDLO'
BRAND
CEMENT WATERPROOFER

MAKES CEMENT STUCCO PERMANENTLY WEATHERPROOF
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Money and Markets

COLONY'S DOLLAR.

CHINESE CHAMBER'S VIEWS.

UNLIMITED INFLUX CAUSES ANXIETY.

The following letter from the Chamber of Commerce to the members of the Currency Committee was read at the monthly meeting of the Chamber held yesterday. It gives the Chamber's view to the effect that the continued importation of silver dollars into the Colony is deplored and points out the hardship inflicted on the smaller traders as a result of this unchecked influx of silver dollars. The letter is as follows:—

"Dear Sirs,—I am directed to enclose for the information of your Committee translations of two letters which this Chamber has received from the Firewood Dealers' Guild and the Fresh Fish Guild on the subject of the loss suffered by their members as a direct result of the discount on silver dollars.

"The entire commercial community of the Colony is at present suffering from the effects of this discount, the smaller traders, such as hawkers, feeling the effect most. So long as there is no means of preventing the importation of silver dollars into the Colony, there seems to be no way of removing the present disparity between the value of banknotes and that of silver dollars. We have been informed that even the banks refuse to receive silver dollars from people who have accounts with them, and this has aggravated the situation.

"This Chamber understands that some banks in Hong Kong are continually importing silver dollars into the Colony and that shipments are booked forward as far ahead as September next. We view this situation with considerable anxiety and sincerely trust that your committee may be able to devise means to put a check on this undesirable influx."

TRADE WITH CHINA.

AMERICAN VIEWS.

[UNITED PRESS.]

Los Angeles, May 21.—Addressing the seventeenth Foreign Trade Convention here to-day, Mr. J. J. Donovan, Bellingham lumberman, dealt with the great growth of Pacific trade during the past few years.

With reference to China, specifically, the speaker said that extra-territoriality should not be relinquished for years to come. He declared that when the War Lords stopped fighting "long enough to agree on a commission for a conference, foreign financiers may possibly obtain money for some constructive purpose."

"Otherwise," he added, "there is little chance for better business or more commerce with China."

The Philippines.

Referring to the Pilipines, Mr. Donovan said:—

"Complete severance from United States control is not advisable either for the Americans or for the Filipinos, for ethical and material reasons. Both parties would lose heavily."

Japanese in the United States.

Turning to the subject of Japan, Mr. Donovan urged that American Chambers of Commerce should petition Congress to permit the immigration of Japanese into the United States.

The situation under the present law, he pointed out, was that little change had been effected from the situation prevailing under the former "Gentlemen's Agreement," but the complete legal disbarment had aroused ill-feeling on the part of the Japanese and caused hurt pride, with no corresponding good effect for the United States.

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

	Rugby, May 26.
Paris	123.94
New York	4.85 13/16
Brussels	34.81½
Geneva	25.12
Amsterdam	12.08
Milan	92.75
Berlin	20.36½
Stockholm	18.10½
Copenhagen	18.16½
Oslo	[illegible]
Vienna	34.45½
Prague	163¾
Helsingfors	193
Madrid	39.94½
Lisbon	108.28
Athens	375
Bucharest	818
Rio	5 55/64
Buenos Aires	42 15/16

(Continued at foot of next column).

NEW YORK STOCK EXCHANGE.

MARKET IRREGULAR AND NERVOUS

U.S. STEEL AFFECTED BY BEARISH REVIEW.

[UNITED PRESS.]

New York, May 21.—At the opening of the New York Stock Exchange to-day the tone was firmer and active, following the sharp rally of the last half-hour of yesterday, says the daily review of the Dow Jones Financial News Agency.

The turnover was slightly heavier to-day, totalling 2,078,400 shares for the full day's trading, but issues were generallly higher.

Three thousand shares of Radio Corp, were sold at the opening at 49. U.S. Steel opened quiet at 169¾ and American Tel. & Tel. opened at 243¼.

Losses by Most Groups.

The market was irregular and nervous. All groups suffered losses, ranging from fractions to as high as 20 points on some of the specials.

A bearish steel review affected U.S. Steel, which closed down 1¾ to 158¾, and other stocks followed the decline. Bethlehem closed down ⅝ to 95⅜; Ludlum gained 1¾ to close at 34¾; American Rolling Mill closed off ⅝ to 72⅜; and American Waterworks closed off a point to 109.

Early in the session many of the groups grew firmer, owing to the strength of yesterday's closing when there had been a short covering rally.

Rails were temporarily in demand, and the Dow Jones average for 20 rails was up .94 to 144.80. Erie was up ⅜ to 47¼. Pennsylvania was up a point to 78¾. New York Central held at 176. Northern Pacific was up a point to 83¼. Canadian Pacific likewise gained a point to close at 208. Union Pacific was up 2¼ to 232.

The Copper Group.

The copper group weakened upon the announcement that Calumet Arizona's dividend had been reduced to G.$2 against the previous dividend rate of G.$6. Anaconda closed off ⅝ to 58⅝. Kennecott was up half a point to 46½. Nevada Consolidated was off a quarter to 20. Calumet & Hecla was off a quarter to 19¼. American Smelting was off a quarter to 69⅜.

Utilities declined slowly, and the Dow Jones average was off .42 to 93.81 for 20 selected issues. American Tel. & Tel. held at 244¼; but International Tel. & Tel. was off ¼ to 61¾. Electric Bond & Share dropped ⅜ to 98⅜. Radio Corp. held at 48½. Consolidated Gas was down a point to 124; Columbia Gas rose ⅜ to 83⅜; and Standard Gas was off ⅝ to 113⅜.

Industrial Average Lower.

The Dow Jones average for 30 industrials was off 1.58 to 265.52. General Motors was down ⅞ to 49¼; Chrysler was off half a point to 34¾; Hudson was off half a point to 44½; and Packard was off ⅛ to 17¼. Mack Truck declined half a point to 69½. Eastman Kodak was off 4¼ to 237. General Electric was off a point to 79½. American Can was off half a point 141½.

Call money held at 3 per cent.

QUOTATIONS.

New York, May 22.

Market irregular.
Business done: 2,073,400 shares.

	May 20	21
Adams Express	30½	30
Allied Chemical & Dye	301½	302
American Can	142	141½
American & Foreign Power	80½	79¾
American Rolling Mill	73½	72⅜
American Smelting	69¾	69⅜
American Tel. & Tel.	244¼	244¼
American Tobacco "B"	262½	261
American Waterworks	110	109
Anaconda Copper	59¼	58⅝
Atlantic Refining	41¾	41⅝
Baltimore & Ohio	118¼	115
Bethlehem Steel	96	95⅜
Borg Warner	34½	35
Calumet & Hecla	19½	19¼
Canadian Pacific Railway	207	208
Chesapeake Corporation	67¼	69½
Chicago Rock Island	Unq.	114¼
Chrysler	35¼	34¾
Cities Service Common	34¾	35
Columbia Gas & Electric	83½	83⅜
Columbia Graphaphone	27¼	27½
Commercial Solvents	30½	30½
Commonwealth & Southern	17½	17⅜
Commonwealth & S. Warr.	5	5
Consolidated Gas of N. Y.	125	124
Continental Oil	26½	26
Corn Products	103	101½
Curtiss Wright Common	11	10½
Davison Chemical	34¾	34
Du Pont de Nemours	128½	128¾
Eastman Kodak	241¼	237
Electric Bond & Share	99½	98⅜
Erie Railway	47¼	47¼
Fox Film "A"	50	49½
General Electric	80½	79½
General Food	58	58
General Motors	50	49¼
General Railway Signal	93	93½
Gold Dust	44	43½
Goodrich Rubber	40	40
Goodyear Tire & Rubber	83	82½
[illegible]	[illegible]	[illegible]
Great Northern Certificates	88	87½
Hudson Motors	45	44¼
International Cement	67	67
International Combustion Eng.	9½	9½
International Harvester	102¾	101
International Nickel	32	32½
International Printers Ink	Mutl.	47
International Products Com.	Unq.	
International Tel. & Tel.	62¼	61¾
Johns Manville	105½	103
Kennecott Copper	46	46½
Krouger & Toll	32¾	32½
Kroger Grocery	33½	33¾
Lambert	99	99
Liggett & Myers "B"	108	107¼
Ludlum Steel	33	34¾
Mack Trucks	70	69½
Missouri Pacific	Unq.	82¾
Montgomery Ward	42¾	42¾
Nevada Consolidated Copper	20¼	20
New York Central	176	176
Northern Pacific Railway	82¼	83¼
Pacific Lighting	95	95
Packard Motor Car	17¼	17¼
Paramount Famous Lasky	66¾	66½
Pennsylvania Railroad	77¾	78¾
Pennroad Corporation	13	13
Phillips Petroleum	38¾	38
Public Service of N. Jersey	111	110
Radio Corporation	48½	48½
Reynolds Tobacco "B"	52¾	53¾
Sears Roebuck	84½	83¾
Shell Union	21¾	21½
Simmons Company	37¾	36¾
Southern California Edison	64½	64½
Southern Pacific Railway	123	122½
Standard Gas & Electric	114	113⅜
Standard Oil of New Jersey	76	75⅜
Standard Oil of New York	35¾	35½
Texas Corporation	57	57½
Texas Gulf Sulphur	50	50½
Timken Roller Bearing	72½	71½
Trans America	43¾	43¼
Union Carbide & Carbon	Unq.	82
Union Pacific Railway	229¾	232
United Aircraft & Transport	71¾	70½
United Corporation	44½	43¾
United Gas & Improvement	44¾	43¾
United Dry Docks	Unq.	
U.S. Rubber	28	28½
U.S. Steel	170½	168¾
Vanadium	113½	111⅜
Westinghouse E. & M.	172½	Unq.
Woolworth	62½	61⅜

Bombay	1/5 25/32
Shanghai	1/9
Hong Kong	1/5
Yokohama	2/0 27/32
Silver (spot)	18¼
Silver (froward)	18 3/16

PASSENGERS

Arrivals.

Per s.s. Bremerhaven from Rabaul on May 26:—Mr. W. A. C. Knuth, Mr. C. Foster, Mr. G. H. Horn, Mr. A. Wee, Mrs. Lastina A. Wee, Miss Yong Mui, Mr. Lew Pow, Mr. Lee Chee, Mrs. Quan Thu, Mr. Wan See, Master Ah On, Master Leo Ching.

PRINCE LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE T.S.
"ROYAL PRINCE"
having arrived from the above Port on 27th instant, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Monday, 2nd June, 1930.

All Claims must be presented within 15 Days of the Vessel's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd June, 1930, will be subject to Rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

FURNESS (FAR EAST), LTD.,
2nd Floor, King's Building,
Connaught Road,
Telephone 23165.

Hong Kong, 27th May, 1930. [9476

HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Motor Vessel
"ERMLAND"
having arrived, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hong Kong & Kowloon Wharf & Godown Company's godowns at Kowloon, where Delivery can be obtained as the Goods are landed.

Optional Cargo will be landed, unless Notice has been given prior to Vessel's arrival.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd June, 1930, will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 2nd June, 1930, at 10 a.m., by our Surveyors, Messrs. Goddard and Douglas.

All Claims must reach us before the 17th June, 1930, or they will not be recognized.

No Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

JEBSEN & CO.,
Agents.

Hong Kong, 27th May, 1930. [9474

THE EAST ASIATIC CO., LTD., COPENHAGEN.

THE Motor Vessel
"DANMARK"
having arrived, Consignees of Cargo are hereby informed that all Goods are being landed and placed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., where Delivery can be obtained as soon as the Goods are landed.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd June, 1930, 4 p.m., will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined by Messrs. Anderson & Ashe on the 2nd June, 1930, at 10 a.m.

All Claims against the Vessel must be presented to the Undersigned before the 7th June, 1930, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JOHN MANNERS & CO., LTD.,
Agents.

Hong Kong, 27th May, 1930. [9477

DAILY SHARE QUOTATIONS.

HONG KONG STOCK EXCHANGE. — SHAREBROKERS ASSOCIATION.

Buyers	Sellers	Sales	Nominal	TUESDAY, MAY 27.	Buyers	Sellers	Sales	Nominal
				Banks				
$1,460	...	$1,455	...	H.K. Banks	$1,460	...	...	...
...	...	...	£113½	Do. (London)	...	...	...	...
...	...	...	£17½	Chartered Banks	...	...	...	£18½
...	...	...	£29	Mercantile Bks. "A"	...	...	...	£30
...	...	...	£12¾	Do. "C"	...	...	...	£15¾
$119	...	...	...	Bank of East Asia	$119	...	...	...
				Insurances				
...	...	...	$960	Canton Insurances	$940	...	...	...
...	$3.15	...	...	Underwriters	...	$3.20	...	...
T.160	...	...	...	North Chinas	...	...	...	T160
$490	...	$480	...	Union Insurances	$480	...	...	...
...	...	...	M.$50	Yangtsze Insurances	...	...	...	$60
$400	...	...	...	China Fires	$400	...	...	...
$930	...	...	...	H.K. Fires	$930	...	...	...
				Shipping				
...	...	...	$32¾	Douglases	$31	...	...	...
...	...	...	$26½	Steamboats	...	...	...	$25½
...	...	...	$43	Indos (pref.)	...	...	...	$50
...	...	...	$40	Do. (def.)	...	...	...	$80
...	...	...	98/9	Shell Transports	...	...	...	95/-
...	...	...	$33	Water-boats	...	...	...	$33½
				Mining				
$7¾	...	...	...	Benquets	...	...	...	...
...	...	...	41/3	Kailans	54/-	...	...	...
...	...	...	T13.10	Langkats (comb.)	...	...	...	T.14
...	...	...	T.7	Do. (single)	...	...	...	T.9
...	...	...	T1.15	Explorations	...	...	...	T.1¾
...	...	...	T5.65	Shanghai Loans	...	...	...	T.3½
$23	...	...	...	Raubs	$23	...	...	...
...	...	...	21/-	Tronoh Mines	...	...	...	19/3
				Docks, Wharves, Godowns, etc.				
$178½	...	...	...	H.K. & K. Wharfs	$178½	...	...	...
$6	...	$6	...	Providents	$5.90	...	$6	...
...	...	...	$40½	H.K. Docks	...	...	...	$41
...	...	...	T.133	Shanghai Docks	...	...	...	T.152
T.8	...	...	...	New Engineerings	T8.30	...	...	...
T.265	...	$270	...	Hongkews	...	...	...	...
				Cotton Mills				
...	T.13¾	...	...	Ewos	T13.60	...	...	...
...	...	...	T.86	S'hai. C'tons (old)	T.85	...	...	...
...	...	...	...	Do. (new)	T.84	...	...	...
...	...	...	T.10	Zoong Sings	T.10¼	...	...	...
				Lands, Hotels and Buildings				
$12½	...	$12.70	...	H.K. & S. Hotels	$12.70	...	$12.65	...
$85	...	84½/5¼	...	H.K. Lands	$84½	...	$85	...
T.285	$290	...	...	Shanghai Lands	...	...	...	...
...	$10.90	$10.60	...	H.K. Realtys	...	...	...	$11
$16½	...	$16¾	...	Humphreys	$16¾	...	...	...
...	$98	...	...	Chinese Estates	...	...	...	...
				Public Utilities				
$20.40	$20½	...	...	Tramways	$20.30	$20.40	$20.40	...
$11¾	...	...	...	Peak Trams (old)	$12½	...	...	...
$6.10	...	...	...	Do. (new)	$6¼	...	...	...
...	$85	...	...	Star Ferries	...	...	...	$85
$28¾	...	$28½/.60	...	C. Lights (old)	$28¼	...	...	...
$23¾	...	...	...	Do. (new)	$23¾	...	...	...
$79½	...	78¾/79	...	H.K. Electrics	$79¼	...	$79½	...
...	...	...	$23	Macao do.	...	...	...	...
$9½	...	...	...	Sandakan Lights	...	...	...	...
$13.85	...	$14	...	Telephones	$14	...	...	...
T.19¾	...	...	...	China Buses	...	...	...	...
...	10/-	...	...	Tractions	6/9	...	...	...
...	...	...	18/6	Do. (pref.)	...	...	...	...
				Industrials				
...	...	...	T10.70	Caldbeck, Macgregor (ord.)	...	...	...	...
...	...	...	T.11	Caldbeck, Macgregor (pref.)	...	...	...	...
...	...	...	$2½	Canton Ices	...	...	...	$2¼
$16.60	...	...	...	Cements (comb.)	$16.35	$16.50	...	...
$11.10	...	...	...	Do (old)	...	...	...	$11½
...	...	...	$4¾	Do. (new)	...	...	...	$4¾
$8.90	...	$9	...	Ropes	...	$9	...	...
...	$1	...	...	China Sugars	...	...	...	...
...	...	...	$27	Malabon Sugars	...	...	...	$29
$5	...	...	...	United Asbestos	...	...	...	...
				Miscellaneous				
$26¾	$27	...	...	Dairy Farms	$26½	...	...	...
$1	...	...	...	Der A. Wings	...	...	...	...
$29½	...	...	...	Amusements	$29½	...	...	...
$1.80	...	...	...	Constructions	$1.70	...	...	...
...	$3.70	$3½	...	Lane Crawfords	...	...	$3½	...
$18	...	...	...	Mackintoshs	...	...	...	...
...	...	...	...	Nanyang Tobacco	...	...	...	$4
$12½	...	...	...	Sinceres (old)	$12½	...	...	...
...	...	...	...	Do. (new)	$11¼	...	...	...
$12½	$12.40	...	...	Watsons	$12.40	...	...	...
...	...	...	$2.85	Wm. Powells	...	...	...	$2¾
69%	...	...	...	B. Ind. G.$ Bonds	68%	...	...	...
9½%	prem.	...	...	H.K. Govt. Loan	$108	...	...	...

AMERICAN STOCK QUOTATIONS.

LATEST WALL STREET PRICES.

The following quotations have been received from their correspondents, Messrs. Hayden, Stone & Co., of New York, by Messrs. Swan, Culbertson & Fritz, Sassoon House, Shanghai, (cable address: "Swanstock," Shanghai), who are not responsible for cable mutilations:—

Tone of Market—Steady. New York, May 26, 1930.
No. of Shares done—2,500,000.
Call Money—3 per cent.

	Last Dividend.	Latest Sales.
American Smelting	4	72
Anaconda Copper	7	60
Baltimore and Ohio	7	114
Borg Warner	4	38
Continental Oil	—	27
City Service Common	30c. A	35
Curtis Wright Common	None	10
Eastman Kodak	8B	241
Electric Bond and Share	6C	104
Erie Railroad	None.	48
General Motors	3	52
General Ry. Signal	5	94
Gold Dust	2½	44
Goodyear Tire and Rubber	5	85
Granby Consolidated	8	Missing.
Hudson Motors	5	44
International Cement	4	67
International Nickel	1	34
Montgomery Ward	3	44
Nevada Consolidated Copper	3	21
Radio Corp	None	51
Sears Roebuck & Co.	2½D	85
Simmons Co.	3E	38
Standard Oil Co. of New York	1.60	37
Union Carbide and Carbon	2.60	82
U.S. Rubber	None.	Missing.
United States Steel	7	173

FOREIGN MAILS

RADIO NOTICE.

Individuals and firms are recommended to register their telegraphic address at the Radio Office. No charge is made for this.

INWARD MAILS.

From	Per	Due
Shanghai & Swatow	Sinkiang	28th May
U.S.A. (San Francisco, 3rd May), Honolulu, Japan and Shanghai and Europe via Siberia (London, 5th May)	Tenyo Maru	28th May
Sandakan	Tjileboet? Tjilwong	28th May
London Parcels 24th Apr. & Straits	Hector	30th May
Japan & Shanghai	Suwa Maru	30th May
Japan	Chicago Maru	31st May
U.S.A. (San Francisco, 2nd May), Honolulu, Japan & Shanghai	Pres. Harrison	31st May
Europe via Negapatam (Letters & Papers London 1st May)	Jeypore	31st May
Manila	Pres. McKinley	1st June
Manila	Emp. of Russia	1st June
San Francisco (9th May), Honolulu Japan & Shanghai	Pres. Jefferson	2nd June
Japan & Shanghai	Genl. Metzinger	3rd June
Japan	Wakasa Maru	4th June
Japan	Tanda	4th June
Japan	Sydney Maru	5th June
Seattle (17th May), Canada, Japan Shanghai	Pres. Grant	6th June
Australia & Manila	St. Albans	9th June

OUTWARD MAILS.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

For	Per	Date & Time
		Wednesday, 28th,
Manila	Royal Prince	8.30 A.M.
Swatow, *Amoy & Foochow	Hai Ning	11.00 A.M.
Haiphong	Canton	1.30 P.M.
Sandakan	Hinsang	1.30 P.M.
Shanghai	Demodocus	2.30 P.M.
Amoy	Tenan	3.30 P.M.
		Thursday, 29th,
Hoihow, Pakhoi and *Haiphong	Chengtu	8.30 A.M.
Amoy	Tjisondari	8.30 A.M.
Shanghai, Japan, Honolulu, U.S.A., Canada, Central & South America, and *EUROPE via San Francisco—due San Francisco, 19th June and *EUROPE via Siberia	Chichibu Maru	Reg. 9.45 A.M.; Letters 10.30 A.M.
*Japan and *Victoria, B.C.—due Victoria B.C., 24th June	Protesilaus	10.30 A.M.
Swatow	Hydrangea	3.00 P.M.
Shanghai	Luangchow	3.30 P.M.
		Friday, 30th,
Calcutta via Straits	Yuensang	Parcels Noon; Letters 1.00 P.M.
Swatow, Amoy & Foochow	Haiching	1.00 P.M.
*Straits, Ceylon, India, Mauritius, E. & South Africa, Aden, *Egypt and *EUROPE via Marseilles—due Marseilles, 30th June	Suwa Maru	Kowloon P.O. Reg. 4.30 P.M.; Letters 4.30 P.M.; G.P.O. Reg. 5.00 P.M.; Letters 6.00 P.M.
Tourane	Chung Kong	5.00 P.M.
Straits, Ceylon, India, Mauritius, East & South Africa, Egypt & Europe via Marseilles due Marseilles, 29th June	Khyber	Kowloon P.O. Parcels 4.30 P.M.; Reg., 31st, 9.00 A.M.; Letters 10.00 A.M.; G.P.O. Par., 30th, 5.00 P.M.; Reg., 31st, 9.45 A.M.; Letters 10.30 A.M.
		Saturday, 31st,
Straits, Ceylon, India, Mauritius, *East Africa via Mombasa, & *South Africa via Lourenco Marques	Chicago Maru	5.00 P.M.
Manila	Pres. Harrison	5.00 P.M.
		— JUNE —
		Sunday, 1st,
Foochow & Wei-Hai-Wei via Swatow	Huichow	9.00 A.M.
Bangkok via Swatow	Kwangchow	9.00 A.M.
Swatow, Amoy & Formosa	Hozan Maru	9.00 A.M.
		Monday, 2nd,
*Japan, Honolulu, *Canada, *U.S.A., *C. & *S. America & *EUROPE via San Francisco—due San Francisco, 25th June	Pres. McKinley	Parcels 3.00 P.M.; Reg. 4.15 P.M.; Letters 5.00 P.M.
Shanghai and *EUROPE via Siberia	Pres. McKinley	Reg. 5.00 P.M.; Letters 6.00 P.M.
		Tuesday, 3rd,
Saigon, *Straits, Ceylon, India, Mauritius, *East and *South Africa, Aden, Egypt & EUROPE via Marseilles—due Marseilles, 5th July	Genl. Metzinger	Kowloon P.O. Reg. 10.30 A.M.; Letters 10.30 A.M.; G.P.O. Reg. 11.15 A.M.; Letters Noon
Shanghai, Japan, Canada, U.S.A., C. & S. America & *EUROPE via Vancouver, B.C.—due Vancouver, B.C., 21st June and *Europe via Siberia—ship sails 6 a.m., 4th June	Emp. of Russia	Parcels 11.00 A.M.; Reg. 11.15 A.M.; Letters Noon
Manila	Pres. Jefferson	Noon
Swatow, Amoy and Foochow	Haiyang	Noon
		Wednesday, 4th,
Swatow	Kwongsang	8.30 A.M.
		Thursday, 5th,
Straits, East Africa via Mombasa, South Africa via Lourenco Marques, and *South American Ports	Wakasa Maru	2.30 P.M.
Manila, Australia (except Places North of Townsville) and New Zealand via Brisbane—due Brisbane 19th June	Sydney Maru	Reg. 4.15 P.M.; Letters 5.00 P.M.
Amoy	Sui Sang	5.00 P.M.
		Friday, 6th,
Manila, Sandakan, Australia and New Zealand via Thursday Island—due Thursday Island, 22nd June	Tanda	Parcels Noon; Reg. 1.45 P.M.; Letters 2.30 P.M.
Manila	Tenyo Maru	2.00 P.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & EUROPE via Marseilles—due Marseilles [illegible]	Khiva	Kowloon P.O. Parcels 4.30 P.M.; Reg., 7th, 9.00 A.M.; Letters 10.00 A.M.; G.P.O. Par., 6th, 5.00 P.M.; Reg., 7th, 9.45 A.M.; Letters 10.30 A.M.
		Saturday, 7th,
Manila	Pres. Grant	4.30 P.M.

*Superscribed correspondence only.

ADVERTISED SAILINGS FROM HONG KONG.

ALEXANDRIA.

Pres. Harrison, Dollar, June 1.
Pres. Johnson, Dollar, June 15.

AMOY.

Haining, Douglas May 28.
Tsinan, B. & S., May 28.
Tjisondari, J.C.J.L., May 28.
Haiching, Douglas, May 30.
Anking, B. & S., June 2.
Haiyang, Douglas, June 3.
Taiyuan, B. & S., June 4.
Talma, B.I., June 5.
Suisang, Jardine's, June 6.
Kweiyang, B. & S., June 8.
Tjileboet, J.C.J.L., June 10.
Shirala, B.I., June 11.
Tjikarang, J.C.J.L, June 12.
Kutsang, Jardine's, June 19.
Takliwa, B.I., June 19.
Tjisalak, J.C.J.L., June 24.
Hosang, Jardine's, June 26.

ANTWERP.

Suwa Maru, N.Y.K., May 31.
Japan, Gilman's, June 5.
Antenor, B.F., June 11.
Fushimi Maru, N.Y.K., June 14.
Danmark, Manners, June 27.

AUSTRALIAN PORTS.

Tanda, E. & A., June 6.
Changte, B. & S., June 17.
Tango Maru, N.Y.K., June 24.
Morioka Maru, N.Y.K., May 29.

BALTIC PORTS.

Danmark, Manners, June 27.

BALTIMORE.

Comliebank, Bank, June 5.

BANGKOK.

Hirundo, Thoresen, June 1.
Kwangchow, B. & S., June 1.
Kingyuan, B. & S., June 2.
Hiram, Thoresen, June 8.
Kalgan, B. & S., June 8.

BELAWAN DELI.

Saarbruecken, Melchers, May 30.
Van Heutsz, J.C.J.L., June 5.
Koenigsberg, Melchers, June 9.
Corneville, Thoresen, June 11.
Aller, Melchers, June 21.
Coblenz, Melchers, June 27.

BOMBAY.

Sado Maru N.Y.K., June 11.
Alipore, P. & O., June 18.
Ranpura, P. & O., June 21.

BOSTON.

Pres. Harrison, Dollar, June 1.
Tantalus, B.F., June 1.
Takaoka Maru, N.Y.K., June 4.
Comliebank, Bank, June 5.
Imperial Prince, Furness, June 6.
Pres. Johnson, Dollar, June 15.

BREMEN.

Saarbruecken, Melchers, May 30.
Koenigsberg, Melchers, June 9.
Aller, Melchers, June 21.
Coblenz, Melchers, June 27.

BRINDISI.

Viminale, Dodwell's, May 31.
Fusijama, D'well's, June 24.

CALCUTTA.

Morioka Maru, N.Y.K., May 29.
Yuensang, Jardine's, May 30.
Talamba, B.I., June 6.
Kumsang, Jardine's, June 7.
Hakodate Maru, N.Y.K., June 8.
Takada, B.I., June 21.
Talma, B.I., June 25.

CEBU.

Kentucky, S.S.S., May 31.
G'den Dragon, S.S.S., June 6.

CHEFOO.

Huichow, B. & S., May 30.
Kweichow, B. & S., June 17.

COLOMBO.

Ammon, Jebsen, May 30.
Saarbruecken, Melchers, May 30.
Khyber, P. & O., May 31.
Suwa Maru, N.Y.K., May 31.
Viminale, Dodwell's, May 31.
Pres. Harrison, Dollar, June 1.
General Metzinger, M.M., June 3.
Gleniffer Jardine's June 4.
Dakar Maru, N.Y.K., June 5.
Khiva, P. & O., June 7.
Koenigsberg, Melchers, June 9.
Antenor, B.F., June 11.
Sado Maru N.Y.K., June 11.
Fushimi Maru, N.Y.K., June 14.
Pres. Johnson, Dollar, June 15.
Andre Lebon, M.M., June 17.
Alipore, P. & O., June 18.
Havelland, Jebsen, June 18.
Aller, Melchers, June 21.
Rapura, P. & O., June 21.
Gleniffer, Jardine's, June 23.
Fusijama, D'well's, June 24.
Coblenz, Melchers, June 27.
Lahore, P. & O., June 28.

COPENHAGEN

Danmark, Manners, July 2.

DALNY.

Tean, B. & S., May 28.
Hector. B.F., May 31.
Luchow, B. & S., June 2.

DUTCH PORTS.

Ammon, Jebsen, May 30.
Saarbruecken, Melchers, May 30.
Suwa Maru, N.Y.K., May 31.
Gleniffer, Jardine's, June 4.
Japan, Gilman's, June 5.
Koenigsberg, Melchers, June 9.
Antenor, B.F., June 11.
Fushimi Maru, N.Y.K., June 14.
Havelland, Jebsen, June 18.
Aller, Melchers, June 21.
Gleniffer, Jardine's, June 23.
Diomed, B.F., June 24.
Coblenz, Melchers, June 27.
Danmark, Manners, June 27.
Lahore, P. & O., June 28.
Albion Star, D'well's, June 29.

FOOCHOW.

Haining, Douglas May 28.
Haiching, Douglas, May 30.
Huichow, B. & S., May 30.
Haiyang, Douglas, June 3.
Chipshing, Jardine's, June 11.
Kweichow, B. & S., June 17.
Cheongshing, Jardine's, June 18.

GENOA.

Viminale, Dodwell's, May 28.
Ammon, Jebsen, May 30.
Saarbruecken, Melchers, May 30.
Pres. Harrison, Dollar, June 1.
Dakar Maru, N.Y.K., June 5.
Koenigsberg, Melchers, June 9.
Pres. Johnson, Dollar, June 15.
Havelland, Jebsen, June 18.
Teiresias, B.F., June 20.
Aller, Melchers, June 21.
Coblenz, Melchers, June 27.

GLASGOW.

Antenor, B.F., June 11.
Teiresias, B.F., June 20.

HAIPHONG AND HOIHOW.

Chengtu, B. & S., May 29.
Kingyuan, B. & S., June 2.
Tonkin, M.M., June 3.
Kanchow, B. & S., June 12.

HAMBURG.

Ammon, Jebsen, May 30.
Saarbruecken, Melchers, May 30.
Gleniffer, Jardine's, June 4
Japan, Gilman's, June 9.
Koenigsberg, Melchers, June 9.
Havelland, Jebsen, June 18.
Aller, Melchers, June 21.
Gleniffer, Jardine's, June 23.
Diomed, B.F., June 24.
Coblenz, Melchers, June 27.
Danmark, Manners, June 27.
Lahore, P. & O., June 28.
Albion Star, D'well's, June 29.

HAVRE.

Teiresias, B.F., June 20.

HONOLULU.

Chichibu Maru, N.Y.K., May 29.
Anyo Maru, N.Y.K., June 1.
Tenyo Maru, N.Y.K., June 12.

ILOILO.

Kentucky, S.S.S., May 31.
Comliebank, Bank, June 5.
G'den Dragon, S.S.S., June 6.

JAPAN PORTS

Ermland, Jebsen, May 28.
Chichibu Maru, N.Y.K., May 29.
Protesilaus, B.F., May 29.
Awa Maru, N.Y.K., May 30.
Hilda, Dodwell's, May 30.
Anyo Maru, N.Y.K., June 1.
Jeypore, B. & O., June 2.
Pothos, M.M., June 3.
Pres. McKinley, A.M.L., June 3.
Emp. of Russia, C.P.S., June 4.
Talma, B.I., June 5.
Genva Maru, N.Y.K., June 6.
Karmala, P. & O., June 6.
Panama, Manners, June 8.
Burgenland, Jebsen, June 9.
Rheinland, Jebsen, June 9.
Kitano Maru, N.Y.K., June 10.
Pres. Jefferson, A.M.L., June 10.
St. Albans, E. & A., June 10.
Shirala, B.I., June 11.
Bellerophon, B.F., June 12.
Bonneville, Thoresen, June 12.
Tenyo Maru, N.Y.K., June 12.
Glenamoy, Jardine's, June 16.
Monte Piana, D'well's, June 16.
Chenonceaux, M.M., June 17.
Pres. Grant, A.M.L., June 17.
Franken, Melchers, June 18.
Memnon, B.F., June 18.
Kutsang, Jardine's, June 19.
Takliwa, B.I., June 19.
Talthybuis, B.F., June 19.
Mishima Maru, N.Y.K., June 20.
Morea, P. & O., June 20.
Glenshane, Jardine's, June 23.
Pres. Lincoln, Dollar, June 24.
Emp. of Asia, C.P.S., June 25.
Ceylon, Gilman's, June 26.
Friesland, Jebsen, June 26.
Hosang, Jardine's, June 26.

JAVA PORTS.

Tjisaroea, J.C.J.L., June 3.
Tjisondari, J.C.J.L., June 10.
Corneville, Thoresen, June 11.
Tjileboet, J.C.J.L., June 17.
Tjisalak, J.C.J.L., June 24.

LIVERPOOL.

Dakar Maru, N.Y.K., June 5.
Teiresias, B.F., June 20.
Albion Star, D'well's, June 29.

LONDON.

Viminale, Dodwell's, May 28.
Khyber, P. & O., May 31.
Suwa Maru, N.Y.K., May 31.
Gleniffer, Jardine's, June 4.
Khiva, P. & O., June 7.
Antenor, B.F., June 11.
Fushimi Maru, N.Y.K., June 14.
Ranpura, P. & O., June 21.
Gleniffer, Jardine's, June 23.
Diomed, B.F., June 24.
Lahore, P. & O., June 28.
Albion Star, D'well's, June 29.

LOS ANGELES.

Anyo Maru, N.Y.K., June 1.
Pres. McKinley, A.M.L., June 3.
Bonneville, Thoresen, June 12.
Pres. Grant, A.M.L., June 17.

MANILA

Saarbruecken, Melchers, May 30.
Ammon, Jebsen, May 31.
Kentucky, S.S.S., May 31.
Pres. Harrison, Dollar, June 1.
Pres. Jefferson, A.M.L., June 3.
Imperial Prince, Furness, June 6.
Tanda, E. & A., June 6.
Tenyo Maru, N.Y.K., June 7.
Pres. Grant, A.M.L., June 7.
Tjisondari, J.C.J.L., June 10.
Corneville, Thoresen, June 11.
Pres. Johnson, Dollar, June 15.
Changte, B. & S., June 17.
Emp. of Asia, C.P.S., June 17.
Pres. Lincoln, Dollar, June 17.
Havelland Jebsen, June 18.
Pres. Cleveland, Dollar, June 21.
Tango Maru, N.Y.K., June 24.
Tjikarang J.C.J.L., June 24.

MARSEILLES.

Khyber, P. & O., May 31.
Suwa Maru, N.Y.K., May 31.
Pres. Harrison, Dollar, June 1.
General Metzinger, M.M., June 3.
Dakar Maru, N.Y.K., June 5.
Khiva, P. & O., June 7.
Koenigsberg, Melchers, June 9.
Antenor, B.F., June 11.
Fushimi Maru, N.Y.K., June 14.
Pres. Johnson, Dollar, June 15.
Andre Lebon, M.M., June 17.
Havelland, Jebsen, June 18.
Aller, Melchers, June 21.
Ranpura, P. & O., June 21.
Diomed, B.F., June 24.
Lahore, P. & O., June 28.
Albion Star, D'well's, June 29.

NAPLES.

Suwa Maru, N.Y.K., May 31.
Pres. Harrison, Dollar, June 1.
Pres. Johnson, Dollar, June 15.
Fushimi Maru, N.Y.K., June 14.

NEW YORK, BOSTON, etc.

Pres. Harrison, Dollar, June 1.
Tantalus, B.F., June 1.
Takaoka Maru, N.Y.K., June 4.
Comliebank, Bank, June 5.
Imperial Prince, Furness, June 6.
Pres. Johnson, Dollar, June 15.

NEWCHWANG.

Tean, B. & S., May 28.
Luchow, B. & S., June 2.

PANAMA.

Anyo Maru, N.Y.K., June 1.
Takaoka Maru, N.Y.K., June 4.

PENANG.

Morioka Maru, N.Y.K., May 29.
Yuensang, Jardine's, May 30.
Khyber, P. & O., May 31.
Suwa Maru, N.Y.K., May 31.
Pres. Harrison, Dollar, June 1.
Van Heutsz, J.C.J.L., June 5.
Talamba, B.I., June 6.
Khiva, P. & O., June 7.
Kumsang, Jardine's, June 7.
Hakodate Maru, N.Y.K., June 8.
Sado Maru N.Y.K., June 11.
Fushimi Maru, N.Y.K., June 14.
Pres. Johnson, Dollar, June 15.
Alipore, P. & O., June 18.
Ranpura, P. & O., June 21.
Takada, B.I., June 21.
Talma, B.I., June 25.
Lahore, P. & O., June 28.
Albion Star, D'well's, June 29.

PORTLAND.

Kambove, Bank, June 11.
Bonneville, Thoresen, June 12.

RABAUL.

Bremerhaven, Melchers, June 3.

RANGOON.

Morioka Maru, N.Y.K., May 29.
Talamba, B.I., June 6.
Hakodate Maru, N.Y.K., June 8.

SAIGON.

General Metzinger, M.M., June 3.
Andre Lebon, M.M., June 17.

SANDAKAN.

Hinsang, Jardine's, May 28.
Tanda, E. & A., June 6.
Mausang, Jardine's, June 11.

SAN FRANCISCO.

Chichibu Maru, N.Y.K., May 29.
Pres. McKinley, A.M.L., June 3.
Kambove, Bank, June 11.
Bonneville, Thoresen, June 12.
Tenyo Maru, N.Y.K., June 12.
Pres. Grant, A.M.L., June 17.

SCANDINAVIAN PORTS.

Japan, Gilman's, June 5.
Danmark, Manners, June 27.

SEATTLE.

Protesilaus, B.F., May 29.
Pres. Jefferson, A.M.L., June 10.
Kambove, Bank, June 11.
Bonneville, Thoresen, June 12.
Talthybius, B.F., June 19.
Mishima Maru, N.Y.K., June 20.
Pres. Lincoln, Dollar, June 24.

SHANGHAI.

Ermland, Jebsen, May 28.
Hangsang, Jardine's, May 28.
Nanning, B. & S., May 28.
Tean, B. & S., May 28.
Tjisondari, J.C.J.L., May 28.
Tsinan, B. & S., May 28.
Chichibu Maru, N.Y.K., May 29.
Liangchow, B. & S. May 29.
Awa Maru, N.Y.K., May 30.
Hilda, Dodwell's, May 30.
Hector. B.F., May 31.
Suisang, B. & S., June 1.
Yatshing, Jardine's, June 1.
Jeypore, B. & O., June 2.
Luchow, B. & S., June 2.
Coblenz, Melchers, June 2/3.
Pothos, M.M., June 3.
Pres. McKinley, A.M.L., June 3.
Szechuen, B. & S., June 3.
Emp. of Russia, C.P.S., June 4.
Kwongsang, Jardine's, June 4.
Taiyuan, B. & S., June 4.
Genoa Maru, N.Y.K., June 6.

SHANGHAI.—(Continued).

Karmala, P. & O., June 6.
Chaksang, Jardine's, June 8.
Panama, Manners, June 8.
Burgenland, Jebsen, June 9.
Rheinland, Jebsen, June 9.
Kitano Maru, N.Y.K., June 10.
Pres. Jefferson, A.M.L., June 10.
Kwaisang, Jardine's, June 11.
Bellerophon, B.F., June 12.
Tenyo Maru, N.Y.K., June 12.
Tjikarang, J.C.J.L, June 12.
Monte Piana, Dodwell's, June 16.
Chenonceaux, M.M., June 17.
Pres. Grant, A.M.L., June 17.
Franken, Melchers, June 18.
Glenamoy, Jardine's, June 18.
Memnon, B.F., June 18.
Kutsang, Jardine's, June 19.
Mishima Maru, N.Y.K., June 20.
Morea, P. & O., June 20.
Glenshane, Jardine's, June 23.
Pres. Lincoln, Dollar, June 24.
Emp. of Asia, C.P.S., June 25.
Ceylon, Gilman's, June 26.
Friesland, Jebsen, June 26.

SINGAPORE.

Viminale, Dodwell's, May 31.
Morioka Maru, N.Y.K., May 29.
Saarbruecken, Melchers, May 29.
Ammon, Jebsen, May 30.
Yuensang, Jardine's, May 30.
Khyber, P. & O., May 31.
Suwa Maru, N.Y.K., May 31.
Pres. Harrison, Dollar, June 1.
Anking, B. & S., June 2.
Kingyuan, B. & S., June 2.
General Metzinger, M.M., June 3.
Gleniffer Jardine's June 4.
Dakar Maru, N.Y.K., June 5.
Van Heutsz, J.C.J.L., June 5.
Waksa Maru, N.Y.K., June 5.
Talamba, B.I., June 6.
Khiva, P. & O., June 7.
Kumsang, Jardine's, June 7.
Hakodate Maru, N.Y.K., June 8.
Kweiyang, B. & S., June 8.
Japan, Gilman's, June 9.
Koenigsberg, Melchers, June 9.
Antenor, B.F., June 11.
Corneville, Thoresen, June 11.
Sado Maru N.Y.K., June 11.
Fushimi Maru, N.Y.K., June 14.
Pres. Johnson, Dollar, June 15.
Andre Lebon, M.M., June 17.
Alipore, P. & O., June 18.
Havelland, Jebsen, June 18.
Aller, Melchers, June 21.
Ranpura, P. & O., June 21.
Takada, B.I., June 21.
Gleniffer, Jardine's, June 23.
Diomed, B.F., June 24.
Fusijama, D'well's, June 24.
Talma, B.I., June 25.
Coblenz, Melchers, June 27.
Lobore, P. & O., June 28.
Albion Star, D'well's, June 29.

SOUTH AFRICAN PORTS.

Wakasa Maru, N.Y.K., June 5.

SOUTH AMERICAN PORTS.

Anyo Maru, N.Y.K., June 1.
Wakasa Maru, N.Y.K., June 5.

SWATOW.

Haining, Douglas May 28.
Hangsang, Jardine's, May 28.
Haiching, Douglas, May 30.
Huichow, B. & S., May 30.
Hirundo, Thoresen, June 1.
Kwangchow, B. & S., June 1.
Sinkiang, B. & S., June 1.
Yatshing, Jardine's, June 1.
Anking, B. & S., June 2.
Haiyang, Douglas, June 3.
Szechuen, B. & S., June 3.
Kwongsang, Jardine's, June 4.
Chaksang, Jardine's, June 8.
Kalgan, B. & S., June 8.
Kweiyang, B. & S., June 8.
Hiram, Thoresen, June 8.
Chipshing, Jardine's, June 11.
Kwaisang, Jardine's, June 11.
Kucichow, B. & S., June 17.
Cheongshing, Jardine's, June 18.

TIENTSIN.

Huichow, B. & S., May 30.
Cheongshing, Jardine's, June 18.
Chipshing, Jardine's, June 11.
Kueichow, B. & S., June 17.

TRIESTE AND VENICE.

Viminale, Dodwell's, May 31.
Fusijama, D'well's, June 24.

TSINGTAO.

Hangsang, Jardine's, May 28.
Sinkiang, B. & S., June 1.
Yatshing, Jardine's, June 1.
Coblenz, Melchers, June 3.
Szechuen, B. & S., June 3.
Kwongsang, Jardine's, June 4.
Chaksang, Jardine's, June 8.
Kwaisang, Jardine's, June 11.

VANCOUVER, B.C.

Protesilaus, B.F., May 29.
Emp. of Russia, C.P.S., June 4.
Kambove, Bank, June 11.
Bonneville, Thoresen, June 12.
Talthybius, B.F., June 19.
Emp. of Asia, C.P.S., June 25.

VICTORIA, B.C.

Protesilaus, B.F., May 29.
Emp. of Russia, C.P.S., June 4.
Pres. Jefferson, A.M.L., June 10.
Bonneville, Thoresen, June 12.
Mishima Maru, N.Y.K., June 22.
Pres. Lincoln, Dollar, June 24.
Emp. of Asia, C.P.S., June 25.

VLADIVOSTOCK.

Glenamoy, Jardine's, June 18.
Glenshane, Jardine's, June 23.

WEIHAIWEI.

Huichow, B. & S., May 30.
Kueichow, B. & S., June 17.

EXPECTED ARRIVALS AND MOVEMENTS.

Alipore due from Japan June 17.
Aller due from Japan June 20.
Ammon due from Shanghai May 29.
Andre Lebon due from Japan June 19.
Antenor due from Japan June 10.
Asama Maru due from Japan June 23.
Bellerophon due from Europe June 12.
Bremerhaven due from Rabaul June 4.
Burgenland due from Europe June 11.
Changte due from Australia June 10.
Chicago Maru due from Japan May 31.
City of Madras due from Europe June 5.
Coblenz due from Europe June 2/3.
Dakar Maru due from Japan June 4.
Demodocus arrived from Europe May 27.
Emp. of Canada due at Vancouver May 30.
Emp. of Russia due from Manila June 1.
Ermland arrived from Singapore May 27.
Friesland due from Europe June 26.
Fulda due from Europe July 1.
Fushimi Maru due from Europe June 13.
General Metzinger due from Shanghai June 3.
Glenshane due from Europe June 8.
Hakodate Maru due from Japan June 19.
Haveland due from Japan June 18.
Hector due from Singapore May 30.
Hilda due from Singapore May 30.
Jeypore due from Europe May 31.
Karmala due from Europe June 5
Khyber due from Japan May 30.
Kitano Maru due from Japan June 10.
Koenigsberg due from Japan June 8.
Lahore due from Japan June 27.
Memnon due from Europe June 17.
Mirzapore due from Europe June 17.
Monte Piana due from Karachi June 16.
Morea due from Japan June 19.
Morioka Maru due from Japan May 28.
Nagano Maru due from Japan June 3.
Nagato Maru due from Japan June 3.
Panama due from Europe June 2.
Perseus arrived from Japan May 25.
Porthos due from Europe June 2.
Pres. Grant due from Japan June 6.
Pres. Harrison due from Shanghai May 31.
Pres. Jefferson due from Shanghai June 2.
Pres. McKinley due from Manila June 1.
Pyrrhus due from Europe June 11.
Ranpura due from Japan June 20.
Rheinland due from Europe June 9.
Royal Prince arrived from New York May 27.
Saarbruecken due from Japan June 30.
Sado Maru due from Singapore June 10.
St. Albans due from Australia June 9.
Suwa Maru due from Shanghai May 30.
Sydney Maru due from Japan June 5.
Takada arrived from Singapore May 26.
Talthybius due from Europe June 10.
Tanda due from Japan June 4.
Tango Maru due from Japan June 23.
Tatsuno Maru due from Japan June 30.
Teiresias due from Japan June 20.
Tenyo Maru due from Shanghai May 28.
Tjikorang due from Java Jne 11.
Tjileboet due from Java June 6.
Tjiliwong due from Sandakan May 28.
Tjisalak due from Java June 21.
Tjisaroea due from Amoy June 1.
Tjisondari due from Shanghai June 10.
Tungsha due from Europe May 31.
Van Heutsz arrived from Singapore May 27.
Viminale due from Japan June 7.
Wakasa Maru due from Japan June 4.

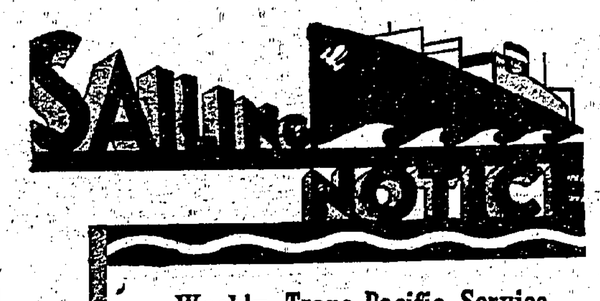
SHIPS IN HARBOUR.

The following vessels were in harbour yesterday:—

Wharves:—Kowloon: Empress of Russia, President Taft, Calcutta Maru; Holt's: Denvodious; A.P.C.—North Point: Sumatra; Socony—Laichikok: Golden Hind; Douglas Lapraik: Haining.

Docks:—Kowloon: Anyo Maru, Herver, Kirtahgali, Ekstrand, Kaiapoi, Rizal, Lusteveco, Carlos de Maia; Taikoo: Kansing, Hanyang, Kaimilon, Suiyang; Cosmopolitan: Helena.

Buoys.—A1 Chichibu Maru, A2 Van Heutsz, A4 Botcsilaus, B7 Tsinan, A8 Tjibadak, B9 Kwangchow, A10 Kwangtung, B11 Shantung, B12 Nanning, B13 Clara Jebsen, C15 Helikon, C17 Canton, C19 Hai-Hing, B21 Daviken, A25 Maunanili, A26 Asuka Maru, B32 Hagn Sang, B34 Liangchow, C35 Bremerhaven, B36 Pong Tong, C37 Kinzan Maru, B38 Mao Lee, C39 Hafthor, C40 Tai Fook Shing, C41 Huichow, C42 Haldor, C43 Hirundo, C44 Bintang, C45 New Mathilda, C46 Tsang Woo, C47 Yuan Lee, C48 Chinhua.



Weekly Trans-Pacific Service

To San Francisco and Los Angeles — *The Sunshine Belt via Honolulu* — Fortnightly sailings on Tuesdays

Pres. McKinley	June 3, 1 a.m.	Pres. Jefferson	... June 10
Pres. Grant	... June 17	Pres. Lincoln	... June 24
Pres. Cleveland	... July 1	Pres. Madison	... July 8

To Seattle and Victoria — *The Short, Straight Route to America* — Fortnightly sailings on Tuesdays

£120, £112 Special through rates to Europe via United States. Direct connections with all Atlantic lines. Choice of rail lines across United States and Canada, liberal stop-over privileges for sight-seeing.

Europe and New York Direct
ROUND THE WORLD
Fortnightly sailing on Sunday via Manila, Straits, Colombo, Suez Canal, Alexandria, Naples, Genoa, Marseilles, New York and Boston.

	8 a.m.		8 a.m.
Pres. Harrison	... June 1	Pres. Fillmore	... June 29
Pres. Johnson	... June 15	Pres. Wilson	... July 13

To Manila

	6 p.m.		3 p.m.
Pres. Jefferson	... June 3	Pres. Lincoln	... June 17
Pres. Grant	... June 7	Pres. Cleveland	... June 21

CANTON BRANCH:—4, SHA KEE STREET.

DOLLAR STEAMSHIP LINES
AMERICAN MAIL LINE

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Co.'s Vessel "DEMODOCUS" FROM UNITED KINGDOM VIA SINGAPORE are hereby notified that their Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 27th May.

Optional Cargo will not be landed here, unless Notice has been given prior to Vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd June, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 16th June, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

27th May, 1930. [9471

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Co.'s Vessel "AGAPENOR" FROM NEW YORK VIA SINGAPORE are hereby notified that their Cargo having arrived per s.s. "DEMODOCUS" from SINGAPORE will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 27th May.

Optional Cargo will not be landed here, unless Notice has been given prior to Vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Vessel's Godown, and all Goods remaining undelivered after the 2nd June, will be subject to Rent.

All Claims against the Vessel must be presented to the Undersigned on or before the 16th June, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

27th May, 1930. [9472

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

FROM MIDDLESBRO', IMMINGHAM, DUNKIRK, ANTWERP, LONDON AND STRAITS.

The Steamship "BENCRUACHAN."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the HONG KONG AND KOWLOON WHARF AND GODOWN COMPANY, LTD., whence, and/or from the wharves Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th instant, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 13th June, 1930, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 29th instant, at 10 A.M., by Messrs. Goddard and Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., LTD., Agents.

Hong Kong, 23rd May, 1930. [9469

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

FROM MIDDLESBRO', LONDON, STRAITS AND MANILA.

The Steamship "BENRINNES."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2 th instant, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 12th June, 1930, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 28th instant, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., LTD., Agents.

Hong Kong, 21nd May, 1930. [9453

CHINA NAVIGATION
COMPANY, LIMITED.

NINGPO & SHANGHAI	"NANNING"	On 26th May,	Daylight
SANTUAO, S'HAI., NEWCHWANG & DALNY	"TEAN"	On 28th May,	5 p.m.
AMOY & SHANGHAI	"TSINAN"	On 28th May,	5 p.m.
HOIHOW, PAKHOI & HAIPHONG	"CHENGTU"	On 29th May,	10 a.m.
SHANGHAI & ANTUNG	"LIANGCHOW"	On 29th May,	5 p.m.
SWATOW, FOOCHOW, WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 1st June,	11 a.m.
SWATOW, SHANGHAI & TSINGTAO	"SINKIANG"	On 1st June,	Noon
SWATOW & BANGKOK	"KWANGCHOW"	On 1st June,	2.30 p.m.
HOIHOW, S'PORE. & BANGKOK	"KINGYUAN"	On 2nd June,	Noon
SWATOW, AMOY, SWATOW & S'PORE.	"ANKING"	On 2nd June,	3 p.m.
S'HAI., NEWCHWANG & DALNY	"LUCHOW"	On 2nd June,	5 p.m.
SWATOW, SHANGHAI & TSINGTAO	"SZECHUEN"	On 3rd June,	Noon
AMOY & SHANGHAI	"TAIYUAN"	On 4th June,	5 p.m.
AMOY, SWATOW & SINGAPORE	"KWEIYANG"	On 8th June,	8 a.m.
SWATOW & BANGKOK	"KALGAN"	On 8th June,	2.30 p.m.
HOIHOW, PAKHOI & HAIPHONG	"KANCHOW"	On 12th June,	10 a.m.
SWATOW, FOOCHOW, WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW"	On 17th June,	11 a.m.

SAILINGS SUBJECT TO ALTERATION.

For Freight or Passage apply to— BUTTERFIELD & SWIRE.
TELEPHONE 30331. Agents.

CARGO AND BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE. [4

AUSTRALIAN-ORIENTAL LINE,
LIMITED.

"CHANGTE" & "TAIPING"
THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM
HONG KONG TO AUSTRALIAN PORTS
Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports
EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.
HONGKONG TO SYDNEY—19 DAYS.

STEAMER	DUE HONG KONG	DUE TO SAIL
CHANGTE ... ... —	10th June	17th June
TAIPING	11th July	18th July
CHANGTE	8th August	15th August
TAIPING	9th Sept.	16th Sept.

For Freight and Passage Apply to—BUTTERFIELD & SWIRE,
TELEPHONE: 30331 Agents. [5

THE EAST ASIATIC CO., LTD.
COPENHAGEN.

The M.S. "DANMARK"
on or about
27th JUNE
For
PORT SAID, DUNKIRK, ANTWERP, ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN AND OTHER SCANDINAVIAN & BALTIC PORTS.

SAILING LIST.

OTHER SAILINGS:—	SHANGHAI, ETC.	CONTINENT, ETC.
M.S. "Danmark" ...	—	27th June
M.S. "Panama" ...	8th June	18th July
M.S. "Java" ...	1st July	10th Aug.
M.S. "Asia" ...	1st August	10th Sept.
M.S. "Afrika" ...	1st Sept.	5th Oct.
M.S. "Malaya" ...	25th Sept.	1st Nov.

Optional Bills of Lading issued to United Kingdom Ports.
For further particulars, please apply to:—
JOHN MANNERS & CO., LTD.
MERCANTILE BANK BUILDING.
Telephone 24071. Agents. [41

PRINCE LINE
AUGMENTED SERVICE
SAILINGS EVERY 14 DAYS
TO
BOSTON
AND
NEW YORK

"IMPERIAL PRINCE" ... ... June 6th

Excellent Accommodation for a Limited Number of Passengers at Moderate Rates.

For Freight, Passage Rates and Full Particulars, Apply to:—
FURNESS (FAR EAST), LIMITED.
Telephone: 23165. (Incorporated in Great Britain)
Telegrams: Furnaprince. King's Building. [19

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS
Sailings from HONG KONG:

To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.		To Yokohama via Shanghai and Kobe.	
G. METZINGER	3rd June	PORTHOS	3rd June
ANDRE LEBON	17th June	CHENONCEAUX	17th June
PORTHOS	1st July	ATHOS II	1st July
CHENONCEAUX	15th July	D'ARTAGNAN	15th July
ATHOS II	29th July	ANGERS	29th July
D'ARTAGNAN	12th Aug.	SPHINX	12th Aug.
ANGERS	26th Aug.	G. METZINGER	26th Aug.
SPHINX	9th Sept.	ANDRE LEBON	9th Sept.

We can issue Through Tickets to EGYPT, SYRIAN PORTS, EAST AFRICA, MADAGASCAR by Transhipment on our Mail Steamers at PORT-SAID, or DJIBOUTI.

COMMERCIAL LINE
For DUNKIRK via PORT-SAID, ORAN, CASSABLANCA, HAMBURG, ROTTERDAM, (ANTWERP):
For Full Particulars, apply to—
Cie. des MESSAGERIES MARITIMES,
Telephone: 28651. 3, QUEEN'S BUILDINGS. [3

ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

STATION	MAY 26, 1930. Hong Kong Standard Time	Barometer at Sea Level Inches	Barometer at Sea Level Millim.	Temperature	Humidity	Wind Direction	Wind Force (Beaufort)	Weather (Beaufort)	MAY 27, 1930. Hong Kong Standard Time	Barometer at Sea Level Inches	Barometer at Sea Level Millim.	Temperature	Humidity	Wind Direction	Wind Force (Beaufort)	Weather (Beaufort)
Wladivostock	12	29.92	759.9	62	...	ESE	3	b	6	29.92	759.9	56	...	SE	4	c
Nemuro	11	29.84	758.0	...	...	N	1	...	5	30.08	764.0	...	...	ESE	1	...
Hokodate	"	29.96	761.0	...	...	SW	2	...	"	30.08	764.0	...	...	...	0	...
Tokio	"	30.08	764.0	...	...	SSE	2	...	"	30.14	765.5	...	...	...	0	...
Kochi	"	30.03	764.0	...	...	...	0	...	"	29.96	761.0	...	...	...	0	...
Nagasaki	"	30.02	762.5	...	...	E	1	...	"	29.86	758.5	...	...	...	0	...
Kagoshima	"	29.98	761.5	...	...	NE	1	...	"	29.80	757.0	...	...	NE	1	...
Oshima	"	...	...	...	...	...	...	...	"	29.67	753.5	...	...	SSW	1	...
Naha	"	29.76	756.0	...	..	SE	2	...	"	29.71	754.5	...	...	SSW	3	...
Ishigakijima	"	29.72	755.0	...	...	S	2	...	"	29.67	753.5	...	...	NW	1	...
Bonin Island	"	29.96	761.0	...	...	NE	1	...	"	29.98	761.5	...	...	E	1	...
Chefoo	15	29.79	756.6	81	59	S	2	b	6	29.84	757.9	64	78	W	4	o
Shanghai	14	29.87	758.7	75	68	ENE	2	o	"	29.86	758.4	64	92	ENE	2	o
Gutzlaff	"	29.90	759.4	69	91	ENE	4	o	"	29.88	759.0	64	95	ENE	4	o
Kamei	"	29.76	756.0	68	91	NNE	6	o	6	29.78	756.3	68	88	NNE	4	o
Sharp Peak	"	29.72	754.9	76	82	ENE	4	o	7	29.76	755.9	74	90	E	1	b
Amoy	"	29.66	753.3	80	82	SE	4	o	6	29.68	753.9	72	92	NE	2	o
Swatow	"	29.58	751.3	80	83	E	2	b	"	29.63	752.6	75	87	NE	2	o
Taihoku	11	29.69	754.2	81	80	WNW	4	o	5	29.68	753.9	73	94	...	0	o
Taishu	"	29.69	754.2	84	...	NNW	4	b	"	29.65	753.0	73	...	N	2	b
Tainan	"	29.65	753.0	90	...	N	4	o	"	29.62	752.4	75	...	...	0	b
Koshun	"	29.67	753.6	81	...	...	0	o	"	29.60	751.8	77	...	...	0	b
Pescadores	"	29.68	753.9	81	...	NNE	4	o	"	29.63	752.7	76	...	NNE	4	o
Hong Kong	14	29.63	752.6	86	68	W	2	c	6	29.68	753.9	76	92	E	3	c
Gap Rock	"	29.60	753.3	83	..	NNW	3	c	"	29.66	753.3	83	...	E	3	c
Macao	"	29.67	753.6	86	65	ESE	2	b	"	29.65	753.0	77	86	...	0	o
Hoihow	"	29.68	753.9	91	68	N	1	bc	"	...	...	...	...	...	...	...
Pratas Island	"	29.61	752.1	83	79	NNE	5	c	6	29.63	752.6	80	83	NNE	5	c
Phulien	15	29.65	753.0	86	68	...	0	o	7	29.67	753.6	77	98	...	0	b
Tourane	"	29.62	752.4	86	...	N	2	b	"	29.65	753.0	77	...	WSW	2	o
Cape St. James	"	29.75	755.7	81	...	SW	4	o	"	29.76	756.0	77	...	W	4	b
Basco	14	29.56	750.9	86	71	SE	4	r	6	29.58	750.9	82	86	SE	2	o
Aparri	"	29.53	750.0	90	51	SSE	4	o	"	29.58	750.9	79	69	SSW	4	o
Tuguegarao	"	29.53	750.0	90	51	S	4	o	"	29.58	751.2	79	86	S	2	o
Vigan	"	29.52	749.7	81	73	S	6	o	"	...	...	...	...	...	...	...
Manila	"	29.71	754.5	79	84	SW	4	o	"	29.71	754.5	75	91	SE	2	o
Legaspi	"	29.72	754.8	82	86	SSW	2	o	"	29.75	755.7	77	96	WSW	1	b
Calboyog	"	...	...	...	...	...	...	...	"	29.80	756.9	75	94	...	0	b
Tacloban	"	29.74	755.4	90	69	S	4	b	"	29.81	757.2	75	96	E	1	b
Iloilo	"	29.76	756.0	77	89	SW	4	r	"	29.78	756.3	79	89	S	2	o
Cebu	"	...	...	...	...	...	...	...	"	29.80	756.9	79	87	SW	2	b
Surigao	...	29.75	755.7	81	76	N	1	r	"	29.81	757.2	77	94	S	1	o
Saipan	11.00	...	...	...	...	...	...	...	5	29.85	758.1	77	...	ESE	4	c
Guam	12.22	29.74	755.4	...	...	E	4	c	4.22	...	...	...	...	...	...	...
Yap	11.00	29.78	756.3	...	...	NW	2	o	5	29.82	757.5	...	...	NNW	2	o
Pelew	"	...	...	...	...	...	...	...	"	29.82	757.4	79	...	NW	1	c
Labuan	14	29.81	757.2	89	69	SW	6	b	6	29.82	757.4	78	86	...	...	...

May 26*d.* 16*h.* 45*m.*—Warning to Hong Kong, Coast Ports, &c.:—Typhoon of unknown intensity within 60 miles of Lat. 19° N. Long. 118° E., stationary or very slow.

May 27*d.* 10*h.* 09*m.*—Warning to Hong Kong, Coast Ports, &c.:—Typhoon of unknown intensity within 60 miles of Lat. 20° N. Long. 120° E., moving N.E.

May 27*d.* 10*h.* 45*m.*—The anticyclone is central to the east of Tokio.

The typhoon is about 350 miles E.S.E. of Hong Kong, moving N.E.

Manila warning, 27*d.* 9*h.* 15*m.*—Typhoon in Lat. 20° N. Long. 120° E., almost stationary. Recd. 27*d.* 10*h.* 40*m.*

Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0·07 inch. Total since January 1, 19·09 inches, against an average of 21·38 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON MAY 28.

DISTRICT.	FORECAST.
1.—Formosa Channel	N. winds, freshening considerably.
2.—South coast of China between Hong Kong and Lamocks	E. or variable winds, moderate; fair.
3.—Hong Kong to Gap Rock	
4.—South coast of China between Hong Kong and Hainan	

T. F. CLAXTON, *Director.*

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, May 27.

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	29.60	29.71	29.66
Temperature	84	81	81
Humidity	71	83	80
Wind—			
Direction	Calm	E	E
Force	0	3	2
Weather	C	C	C
Rain	0.00	0.0	0.14

Highest open-air Temperature, 85·86
Lowest open-air Temperature, 27·76

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

To the Publishers
"HONG KONG WEEKLY PRESS"
11, ICE HOUSE STREET, HONG KONG

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"HONG KONG WEEKLY PRESS"
from ..... 1930 ... .
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$13.00 per annum for delivery in Hong Kong.
$15.00 per annum to any part of the world (including postage)

HONG KONG TIDE TABLE.

From May 28 to June 3, 1930.

Days of Week	Date of Month	High Water. Hong Kong Standard Time.	High Water. Height.	Low Water. Hong Kong Standard Time.	Low Water. Height.
		h. m.	ft. in.	h. m.	ft. in.
Wed.	28	m 8 45	7 5	m 2 35	2 6
		10 23 a	4 4	4 5 a	0 4
Thur.	29	m 9 21	7 9	m 3 5	2 8
		11 32 a	4 1	4 50 a	0 1
Fri.	30	m 10 1	8 0	m 3 37	3 0
		—	—	5 39 a	0 0
Sat.	31	m 0 43	3 9	m 4 10	3 2
		m 10 48	7 9	6 36 a	0 1
Sun.	1	m 2 1	3 7	m 4 45	3 4
		m 11 37	7 7	7 40 a	0 3
Mon.	2	m 3 20	3 7	m 5 24	3 6
		0 33 a	7 2	8 48 a	0 6
Tues.	3	m 4 28	4 0	m 6 23	3 9
		2 3 a	6 5	9 54 a	1 0

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COMPANY, LIMITED.
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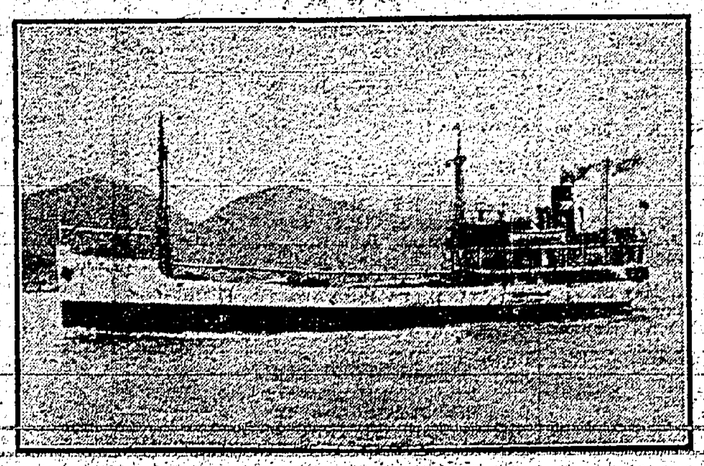

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Steel Single Screw Motor Vessel.
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D.W.: 940 TONS. B.P.H.: 600. SPEED: 8.77 KNOTS.

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R. M. DYER, B.Sc., M.I.N.A., KOWLOON DOCK, HONG KONG

INDO-CHINA
STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

TO	STEAMSHIP	DATE
TSINGTAU via SWATOW & SHANGHAI	"YATSHING"	Sun., 1st June, at 10 a.m.
	"KWONGSANG"	Wed., 4th June, at 10 a.m.
	"CHAKSANG"	Sun., 8th June, at 10 a.m.
	"KWAISANG"	Wed., 11th June, at 10 a.m.
SINGAPORE, PENANG & CALCUTTA	"YUENSANG"	Fri., 30th May, at 3 p.m.
	"KUMSANG"	Satur., 7th June, at 3 p.m.
AMOY	"SUISANG"	Fri., 6th June, at 7 a.m.
OSAKA via AMOY, S'HAI, MOJI & KOBE	"KUTSANG"	Thurs., 19th June, at 7 a.m.
OSAKA via AMOY, MOJI & KOBE	"HOSANG"	Thurs., 26th June, at 7 a.m.
	"YUENSANG"	Wed., 9th July, at 7 a.m.
SANDAKAN	"HINSANG"	Wed., 28th May, at 3 p.m.
	"MAUSANG"	Wed., 11th June, at 3 p.m.
TIENTSIN via SWATOW & FOOCHOW	"CHIPSHING"	Wed., 11th June, at 7 a.m.
	"CHEONGSHING"	Wed., 18th June, at 7 a.m.

SUMMER TRIPS TO JAPAN.—Excellent First Class Accommodation on Through Steamers from CALCUTTA to JAPAN at the Specially Reduced Return Fares of $175.00 to KOBE and $200.00 to YOKOHAMA. These Return Tickets are available for Three Months. Further Reductions made for parties of Not Less Than Four Adults.

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GLEN LINE.

FARE: HONG KONG TO LONDON £32.

TO LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO
Steamship "GLENIFFER" ... ... 23rd June

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.
Motor Vessel "GLENAMOY" ... ... 18th June
Steamship "GLENSHANE" ... ... 23rd June
Motor Vessel "GLENAPP" ... ... 4th July
Motor Vessel "GLENGARRY" ... ... 18th July
Motor Vessel "GLENSHIEL" ... ... 1st Aug.

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FAR EASTERN PASSENGER & FREIGHT SERVICE

THROUGH BOOKINGS TO LONDON: Cabin class only
THROUGH BOOKINGS TO AMERICA VIA EUROPE
AND TO EUROPE VIA AMERICA.

NEXT SAILINGS TO EUROPE:—

Pass.	S.S. "SAARBRUECKEN"	departure	30th May
Freight	M.S. "Koenigsberg" ...	departure	9th June
Express Freight	S.S. "Aller"	departure	21st June
Pass.	S.S. "COBLENZ" ...	departure	27th June
Freight	S.S. "Alster" ...	departure	9th July
Pass.	M.S. "FULDA" (direct to Lisbon)	departure	25th July

Passenger steamers sailing via Manila and Ports to Genoa, Rotterdam, Hamburg and Bremen.
Freight steamers sailing via Singapore and Ports to Marseilles Rotterdam, Hamburg and Bremen.

NEXT ARRIVALS FROM EUROPE:—

SAILINGS TO SHANGHAI & JAPAN: N. CHINA (Passenger steamers), (Freight steamers)

Pass.	S.S. "COBLENZ" (direct to Tsingtao)	due here	2nd/3rd June
Freight	S.S. "Franken" ...	due here	18th June
Pass.	M.S. "FULDA" ...	due here	1st July
Freight	S.S. "Main" ...	due here	16th July
Freight	S.S. "Lahn" ...	due here	9th Aug.

HONG KONG—NEW GUINEA
S.S. "BREMERHAVEN"
will sail from Hong Kong to RABAUL about 3RD JUNE, 1930.

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HONG KONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast High Class Coast Steamers. Sailings subject to alteration without notice.

FOR
SWATOW, AMOY & FOOCHOW
AND RETURN
(Occupying 8 to 9 Days)

HAINING	Wednesday,	the 28th May, at 12 Noon
HAICHING	Friday,	the 30th May, at 2 p.m.
HAIYANG	Tuesday,	the 3rd June, at 2 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier). Round Trip Tickets will be issued from Hong Kong to Foochow (Pagoda Anchorage) *or vice-versa* and Return by the same Steamer at the Reduced Rate of $60.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—
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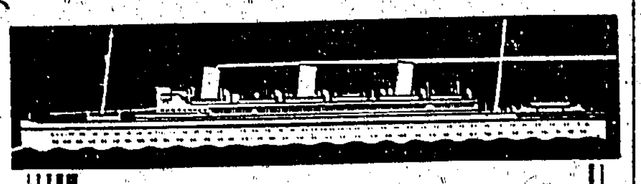

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Twin Screw Oil Burner
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Length 666 feet, Breadth 87½ feet

Some Features

VERY generous Promenade space has been provided on the Empress of Japan for all classes. First Class passengers will have a promenade area of 31,000 square feet. This includes the long, covered Promenade Deck, the Boat Deck and, on top of the house on the last-named, the large Sports or Sun Deck.

A large up-to-date barber's shop and a ladies' hairdressing saloon fitted with latest electric equipment are situated on "A" deck, immediately below the Promenade Deck. On the same deck are two manicuring or chiropody saloons, a photographer's dark room, and the surgery and dispensary.

All electric appliances on board will be as comprehensive and perfect as modern science can make them. They include, to name only a few, wireless telegraphy, direction finding and sub-marine signalling apparatus; electric sounding machines, orchestra and gramophone repeater installation, cinema apparatus, and an extensive telephone system. The electric lighting, heating, cooking, and power installations, of latest type throughout, will be developed to a degree hitherto unattained on any first-class liner.

LARGEST & FASTEST STEAMSHIP ON THE PACIFIC

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REDUCE THROUGH TICKETS To EUROPE Via U.S.A.
VARYING From £83 To £120 ON SALE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu
CHICHIBU MARU ... ... Thursday, 29th May at Noon
TENYO MARU ... ... Thursday, 12th June

SEATTLE, VICTORIA via Shanghai & Japan Ports.
MISHIMA MARU ... ... Friday, 20th June
SIBERIA MARU ... ... Saturday, 5th July

LONDON, MARSEILLES, ANTWERP, ROTTERDAM, via Singapore, Penang, Colombo & Suez.
SUWA MARU ... ... Saturday, 31st May, at 8 a.m.
FUSHIMI MARU ... ... Saturday, 14th June

SYDNEY & MELBOURNE via Manila & Ports.
TANGO MARU ... ... Tuesday, 24th June

MANILA
TENYO MARU ... ... Friday, 6th June

BOMBAY via Singapore, Penang & Colombo.
SADO MARU ... ... Wednesday, 11th June

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.
ANYO MARU ... ... Sunday, 1st June

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
WAKASA MARU ... ... Thursday, 5th June

NEW YORK, BOSTON via PANAMA.
† TAKAOKA MARU ... ... Wednesday, 4th June

LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa & Marseilles.
† DAKAR MARU ... ... Sunday, 8th June

CALCUTTA via Singapore, Penang & Rangoon.
† MORIOKA MARU ... ... Thursday, 29th May
† HAKODATE MARU ... ... Sunday, 8th June

SHANGHAI, KOBE & YOKOHAMA.
AWA MARU ... ... Friday, 30th May
† GENOA MARU ... ... Friday, 6th June
KITANO MARU ... ... Tuesday, 10th June
† Cargo only.

For further information, apply to—
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KONINKLYKE PAKETVAART MAATSCHAPPY.
(Royal Packet Navigation Co. of Batavia)

THE MOTOR VESSEL

"VAN HEUTSZ"

Due to sail to SINGAPORE, BELAWAN-DELI and PENANG, on 5th June, at Noon.

Offers excellent Saloon accommodation.
All lower berths. Doctor carried.
English cuisine. Wireless telegraph.
1st Class Fare to Singapore—$125.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Service to 8 destinations in the Netherlands East Indies and Australia.

Agents:—
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Shipping News

Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS.

IMPORTS 6,700 TONS; THROUGH CARGO 18,300 TONS.

The returns, shown at the Harbour Office, of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:—

	Cargo for H.K.	Through Ports
British		
Emp. of Russia, Shanghai	1,346	546
Perseus, Shanghai	40	5,530
Antung, Amoy	—	200
Tsinan, Canton	—	25
Liangchow, Shanghai	856	480
	2,242	6,781
American		
Pres. Taft, Manila	349	2,070
	349	2,070
German		
Bremerhaven, Rabaul	116	—
	116	—
Dutch		
Van Heutsz, Deli	932	47
	932	47
Danish		
Clara Jebsen, Saigon	1,280	—
	1,280	—
Japanese		
Kinzan Maru, Canton	—	4
Calcutta Maru, Bombay	1,246	3,857
Asuka Maru, Iloilo	—	4,837
Menado Maru, Haiphong	570	800
	1,816	9,498
Chinese		
Shiu Hing, Macao	54	—
	54	—
Total	6,789	18,396

ARRIVALS AND DEPARTURES.

The arrivals and departures during the period under review were:—

	Arr.	Dep.
British	5	7
American	1	0
German	1	0
Dutch	1	0
Danish	1	0
Japanese	4	2
Chinese	3	2
Norwegian	0	1
French	0	1
Total	16	13

ASIATIC DECK PASSENGERS.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:—

Empress of Russia (Br.) Vancouver, Shanghai	267
Antung (Br.) Amoy, Swatow	1,202
Tsinan (Br.) Canton	171
Van Heutsz (Dutch) Belawan Deli, Singapore	1,090
Clara Jebsen (Danish) Saigon	324
Menado Maru (Jap.) Haiphong, Hoihow	91
Total	3,145

ARRIVALS.

May 26.

Asuka Maru, Japanese str., 4,537 tons, Capt. S. Kimura, from Iloilo, buoy No. A26.—N.Y.K.

Bremerhaven, German str., 917 tons, Capt. W. Rohr, from Rabaul, buoy No. C35.—Melchers & Co.

Chiang Chow, British str., 1,220 tons, Capt. A. H. Bathurst, from Amoy, buoy No. B34.—B. & S.

May 27.

Clara Jebsen, Danish str., 1,145 tons, Capt. J. Davidson, from Saigon, buoy No. B13.—Jebsen & Co.

Dannlark, Danish str., 5,243 tons, Capt. Streusen, from Singapore, Kowloon Wharf.—John Manners & Co.

Demodocus, British str., 4,133 tons, Capt. J. L. Sprott, from Singapore, Holt's Wharf.—B. & S.

Hengshan, Chinese str., 1,146 tons, Capt. H. Bierrvirth, from Saigon, Quarantine Anchorage.

Kinzan Maru, Japanese str., 999 tons, Capt. T. Matsumoto, from Canton, buoy No. C37.—N.Y.K.

Maunawili, American str., 4,580 tons, Capt. L. C. Hansen, from Manila, buoy No. A25.—States S.S. Co.

Shioya Maru, Japanese str., 476 tons, Capt. Kashimoto, from Keelung, Yaumati.—N.Y.K.

Sungshan Maru, Japanese str., 1,503 tons, Capt. G. Kawamura, from Swatow, buoy No. C14.—N.Y.K.

Tjisondari, Dutch str., 5,019 tons, Capt. J. J. Duit, from Muntok, buoy No. A3.—J.C.J.L.

Tsang Woo, Chinese str., 1,049 tons, Capt. Einarsen, from Whampoa, buoy No. C46.—Chau Yue Teng.

Tsinan, British str., 2,100 tons, Capt. J. W. Tinson, from Canton, buoy No. B7.—B. & S.

Van Heutsz, Dutch str., 2,749 tons, Capt. J. Groothoff, from Singapore, buoy No. A2.—J.C.J.L.

CLEARANCES.

May 27.

Asuka Maru, for Keelung.
Canton, for Haiphong.
Demodocus, for Shanghai.
Emp. of Russia, for Manila.
Hafthor, for Bangkok.
Hai Ning, for Swatow.
Hang Sang, for Swatow.
Harunasan Maru, for Hongay.
Heng Shan, for Nanking.
Huichow, for Canton.
Kinzan Maru, for Shanghai.
Liang Chow, for Canton.
Maunawili, for Honolulu.
Menado Maru, for Canton.
Nanning, for Ningpo.
Pong Tong, for Saigon.
Shioya Maru, for Swatow.
Sungshan Maru, for Canton.
Tai Fook Sing, for Saigon.
Tsang Woo, for Hoihow.
Ulrikka, for Hongay.
Yuan Lee, for Swatow.

THE DOLLAR LINE.

ROUND THE WORLD SERVICE.

The 150th globe-girdling cruise of the Dollar Line began at San Francisco on May 2, when the s.s. President Harrison departed on her regular schedule round the world.

Sailing from the same port on January 5, 1924, the President Harrison began the inaugural cruise in the Dollar Line's Service round the world, and since then, eight vessels in this service have travelled over 4,000,000 miles, operating on a fortnightly schedule between 21 world ports.

BARBER WILHELMSEN LINE.

THE PREMIER ALL WATER ROUTE TO NEW YORK and other U.S. Atlantic Ports via Panama.

All vessels call at SAN FRANCISCO and LOS ANGELES en route.

Passengers desiring to travel by this interesting route will find the accommodation provided well up to their expectations, and at a cost most reasonable.

42 Days To New York

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AGENTS FOR
ELLERMAN & BUCKNALL S.S. CO., LTD.
SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT ..... ELLERMAN LINE
S.S. "CITY OF SHANGHAI"... London, Rotterdam, Hamburg & Nordenham ... 9th June
S.S. "CITY OF CORINTH" ... London, Rotterdam & Hamburg ... ... 9th July

NEW YORK, BOSTON & BALTIMORE..... AMERICAN AND MANCHURIAN LINE
S.S. "CITY OF BOMBAY" ... ... 10th July

ALSO AGENTS FOR
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M.V. "OAKBANK" ... ... 8th July
MAURITIUS & SOUTH AFRICA ..... ORIENTAL AFRICAN LINE
S.S. "TINHOW" ... ... — August

Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.
Through Bills of Lading issued to Beira, Quilimaine, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

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P. & O., British India Apcar and Eastern & Australian Lines

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PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

Steamship	Tons.	From Hongkong (about)	Destination
"KHYBER"	9,114	31st May, Noon	
"KHIVA"	9,135	7th June [Mars.,	L'don., Hull, H'bg., R'dm. & A'werp,
†"ALIPORE"	5,273	18th June	Mars., L'don., Hull, R'dm. & A'werp.
"BANPURA"	16,601	21st June	Straits, Colombo & Bombay,
*"LAHORE"	5,304	28th June [Mars.,	Bombay, Marseilles & London.
"KARMALA"	9,135	5th July	L'don., Hull, H'bg., R'dm. & A'werp.
"MOREA"	10,954	19th July	Mars., L'don., Hull, R'dm. & A'werp.
*"JEYPORE"	5,318	26th July [Mars.,	Bombay, Marseilles & London.
"KALYAN"	9,144	2nd Aug.	L'don, Hull, H'bg., R'dm. & A'werp.
"RAJPUTANA"	16,568	16th Aug.	Mars., L'don., Hull, R'dm. & A'werp.
"KASHMIR"	8,985	30th Aug.	Bombay, Marseilles and London.
"MANTUA"	10,946	13th Sept.	Marseilles, L'don., R'dm. & A'werp.
"KASHGAR"	9,005	27th Sept.	Bombay, Marseilles & London.
"MALWA"	10,980	11th Oct.	Marseilles, L'don., R'dm. & A'werp.
"KHYBER"	9,114	25th Oct.	Marseilles & London.
"MOREA"	10,954	8th Nov.	Marseilles, L'don., R'dm. & A'werp.
"MACEDONIA"	11,120	22nd Nov.	Bombay, Marseilles and London.
"RAWALPINDI"	16,619	6th Dec.	do.
"KALYAN"	9,144	20th Dec.	do.

* Cargo only. † Calls Karachi.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA—APCAR SAILINGS

*"TALAMBA"	8,018	6th June	Singapore, Penang & Calcutta
"TAKADA"	9,649	21st June	do.
"TALMA"	10,000	25th June	do
"SHIRALA"	7,841	2nd July	do.
"TAKLIWA"	7,936	10th July	do.

* Calls Rangoon.

B.I.—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

*"TANDA"	6,956	6th June, 4 p.m.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne
"ST. ALBANS"	4,500	4th July	
*"NELLORE"	6,853	3rd Aug.	

* Calls Port Holland & Zamboanga.

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia
The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo, Cebu, Kolambugan, Tawao, Timor, Darwin, or other ports en route as inducement offers.
Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

*"JEYPORE"	5,318	2nd June, D.L.	S'hai., Moji, Kobe & Yokohama.
"TALMA"	10,000	5th June	Amoy, Moji, Kobe & Osaka.
"KARMALA"	9,123	6th June	S'hai., Moji, Kobe & Yokohama.
"ST. ALBANS"	4,500	10th June	Moji, Kobe, Osaka & Yokohama
"SHIRALA"	7,841	11th June	Amoy, Moji, Kobe & Osaka
"TAKLIWA"	7,936	19th June	do.
†"MOREA"	10,954	20th June	S'hai., Moji, Kobe & Yokohama.
"KALYAN"	9,144	4th July	do.
"RAJPUTANA"	16,568	18th July	Shanghai, Kobe & Y'hama.
"KASHMIR"	8,985	1st Aug.	S'hai., Moji, Kobe & Yokahama
"MANTUA"	10,946	15th Aug.	do.
"KASHGAR"	9,005	29th Aug.	do.
"MALWA"	10,980	12th Sept.	do.
"KHYBER"	9,114	26th Sept.	do.
"MOREA"	10,954	10th Oct.	do.
"MACEDONIA"	11,120	24th Oct.	do.
"RAWALPINDI"	16,619	7th Nov.	S'hai., Kobe & Yokohama.
"KALYAN"	9,144	22nd Nov.	S'hai., Moji, Kobe & Yokohama.
"RANCHI"	16,650	5th Dec.	S'hai., Kobe & Yokohama.
"KASHMIR"	8,980	20th Dec.	S'hai., Moji, Kobe & Y'hama.
		1931	
"MALWA"	10,980	3rd Jan.	S'hai., Moji, Kobe & Y'hama.
"KASHGAR"	9,005	17th Jan.	do.
"MOREA"	10,954	31st Jan.	do.
"MACEDONIA"	11,120	14th Feb.	do.
"RAWALPINDI"	16,619	28th Feb.	S'hai., Kobe & Yokohama.
"KHIVA"	9,135	14th Mar.	Amoy, Moji, Kobe & Y'hama.
"RAJPUTANA"	16,568	27th Mar.	S'hai., Kobe & Yokohama.
"KALYAN"	9,144	10th Apr.	S'hai., Moji, Kobe & Y'hama.

* Cargo only. † Calls at Tsingtau and Wei-hai-wei.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
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P. & O. Building, Connaught Road Central, HONG KONG. Agents. [1

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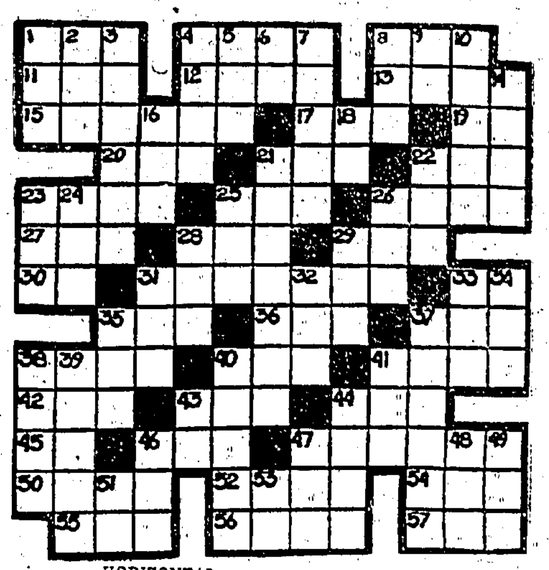
s.s. "JAPAN" ... ... 5th June
m.v. "NAGARA" ... ... 23th June
SHANGHAI, JAPAN PORTS AND VLADIVOSTOCK
Loading about

For further particulars apply to the Agents—
GILMAN & CO., LTD. Hong Kong. G. E. HUYGEN Canton.

MAIL NOTICES.

News of Inward and Outward Mails will be found on page 12.

CROSSWORD PUZZLE AND YESTERDAY'S SOLUTION.



HORIZONTAL

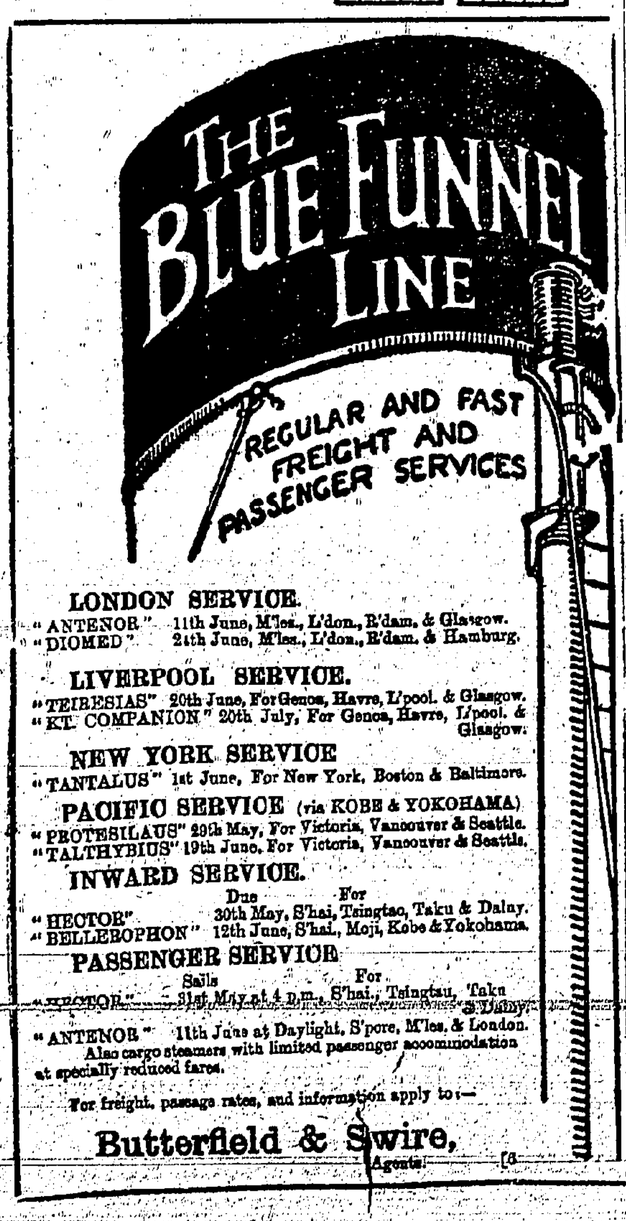
1.—Rule.
4.—Obstruction in river.
8.—To cut.
11.—To cool.
12.—To long.
13.—A metal.
15.—Refusal.
17.—To pinch.
19.—Thus.
20.—To put on.
21.—Only.
22.—Sleeping place.
23.—Unclosed.
25.—Possessive pronoun.
26.—Pelt.
27.—To marry.
28.—To fit out.
29.—Watch ornament.
30.—Musical note.
31.—Rested.
33.—Toward.
35.—To knock.
36.—Article.
37.—To nod.
38.—To examine closely.
40.—Part of to be.
41.—Church.
42.—To stroke.
43.—To purchase.
44.—Jutting rock.
45.—Within.
46.—Through or by.
47.—Grief.
50.—Part of face.
52.—Off.
54.—Before.
55.—Vast age.
56.—Parts of the body.
57.—Shelter.

VERTICAL

1.—Cover.
2.—High card.
3.—Moved.
4.—To reach across.
5.—Nothing.
6.—Article.
7.—Group in biology.
8.—Part of mouth.
9.—Conjunction.
10.—Sat for portrait.
14.—Joint of stem.
16.—Electrified particle.
18.—Pronoun.
21.—Intolerant adherence to creed.
22.—Child's napkin.
23.—A bird.
24.—Small vegetable.
25.—Part of body.
26.—Brick barrow.
28.—Corded cloth.
29.—Recompense.
31.—Hurried on foot.
32.—Pronoun.
33.—Weight.
34.—To be indebted to.
35.—Rodent.
37.—Cask.
38.—To twirl.
39.—Boat.
40.—Pertaining to the ear.
41.—In favor of.
43.—Part of to be.
44.—Trifles.
46.—Inclosure.
47.—To sink in middle.
48.—Mineral.
49.—Small.
51.—Therefore.
53.—Pronoun.

No. 165

W	H	I	M	S		C	O	R	A	L		
C	H	O	R	A	L		A	V	E	N	U	E
L	I	N	E		E	R	R	E	D		P	A
A	L	E		S	N	E	E	R		B	I	T
N	O		S	O	D	A	S		B	A	N	E
S	M	A	L	L	E	R		T	O	K	E	N
		L	E	A	R		H	A	R	E		
A	L	T	E	R		P	A	P	E	R	E	D
S	O	A	P		P	A	R	E	S		M	E
T	O	R		L	O	I	N	S		P	E	N
E	S		M	A	R	I	E		S	I	R	S
R	E	B	A	T	E		S	P	O	N	G	E
	S	E	W	E	D		S	O	U	S	E	



LONDON SERVICE.
"ANTENOR" 11th June, M'les., L'don., R'dam. & Glasgow.
"DIOMED" 24th June, M'les., L'don., R'dam. & Hamburg.

LIVERPOOL SERVICE.
"TEIRESIAS" 20th June, For Genoa, Havre, L'pool. & Glasgow.
"KT. COMPANION" 20th July, For Genoa, Havre, L'pool. & Glasgow.

NEW YORK SERVICE
"TANTALUS" 1st June, For New York, Boston & Baltimore.

PACIFIC SERVICE (via KOBE & YOKOHAMA)
"PROTESILAUS" 29th May, For Victoria, Vancouver & Seattle.
"TALTHYBIUS" 19th June, For Victoria, Vancouver & Seattle.

INWARD SERVICE.

	Due	For
"HECTOR"	30th May,	S'hai, Tsingtao, Taku & Dalny.
"BELLEROPHON"	12th June,	S'hai., Moji, Kobe & Yokohama.

PASSENGER SERVICE

	Sails	For
"HECTOR"	31st May at 4 p.m.	S'hai., Tsingtau, Taku & Dalny.
"ANTENOR"	11th June at Daylight.	S'pore, M'les. & London.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight, passage rates, and information apply to:—

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Agents. [3

HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorised Capital $500,000,000
Issued & Fully Paid-up...$320,000,000
Reserve Funds:—
Sterling £6,500,000
Silver $9,500,000

Reserve Liability of Proprietors $320,000,000

HEAD OFFICE: HONG KONG.

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A. H. Compton, Esq.
B. Lander Lewis, Esq.
G. Miskin, Esq.
Hon. Mr. J. J. Paterson.
T. E. Pearce, Esq.
T. H. R. Shaw, Esq.
J. P. Warren, Esq.
Acting Chief Manager:
V. M. GRAYBURN, Esq.

BRANCHES:—

Amoy	Ipoh	Peiping
Bangkok	Johore	Penang
Batavia	Kobe	Rangoon
Bombay	Kowloon	Saigon
Calcutta	Kuala Lumpur	San Francisco
Canton	London	Shanghai
Chefoo	Lyons	Singapore
Colombo	Malacca	Sourabaya
Dairen	Manila	Sungei Patani
Foochow	Muar (Johore)	Tientsin
Haiphong	Mukden	Tokyo
Hamburg	Nagasaki	Tsingtao
Hankow	New York	Yokohama
Harbin		
Honkkew		
Iloilo		

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in LOCAL CURRENCY and STERLING on terms which will be quoted on application.

Hong Kong, 28th April, 1930. [26

HONG KONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONG KONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

For the HONG KONG & SHANGHAI BANKING CORPORATION,
V. M. GRAYBURN,
Acting Chief Manager.
Hong Kong, 15th March, 1930. [2

EQUITABLE EASTERN BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS
U.S. $4,000,000.00

HEAD OFFICE:
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NEW YORK.

An American Bank offering complete Foreign Banking Service in the principal Markets of the world.
Interest Allowed on all Deposits. Rates on Application.

A Subsidiary of
THE EQUITABLE TRUST COMPANY OF NEW YORK.
Total Resources in excess of U.S. $900,000,000.00.

D. M. BIGGAR,
98] Manager,

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ, N.V.

(NETHERLANDS TRADING SOCIETY.)

BANKERS

Established 1824.

HONG KONG OFFICE: 11, QUEEN'S ROAD, CENTRAL.

Authorised Capital
Gldrs. 150,000,000
(£12,500,000.)
Paid-Up Capital...Gldrs. 80,000,000
(£6,666,667.)
Reserve Fund.....Gldrs. 40,000,000
(£3,333,333.)

Head Office:—Amsterdam.*
Eastern Head Office:—Batavia.
BRANCHES:—Bandjermasin, Bandoeng*, Bombay, Calcutta, Cheribon, Djember, Djokjakarta*, The Hague*, Jiddah, Kobe, Kota-Radja, Makassar, Medan, Padang, Palembang, Pekalongan, Penang, Pontianak, Rangoon, Soerabaja, Samarang*, Shanghai, Sibolga (Sumatra), Singapore, Soerabaja, Soerakarta (Solo), Tegal, Tjilatjap and Weltevreden*.
*These offices have Safe Deposit Boxes To Let.

London Bankers:—
National Provincial Bank, Ltd.

Correspondents all over the world.
Banking Business of every description transacted.

A. STOKKINK,
Acting Manager.
Hong Kong, 15th April, 1930. [30

THE BANK OF CANTON, LTD.

HEAD OFFICE: HONG KONG.

Hong Kong Currency.
AUTHORIZED CAPITAL..$11,000,000
PAID-UP CAPITAL 5,635,600
RESERVE FUND 1,000,000

Branches:—
CANTON, SHANGHAI, HANKOW, SWATOW, BANGKOK, NEW YORK and SAN FRANCISCO.

London Bankers:—
THE LLOYDS BANK, LTD.

Correspondents
all Principal Cities of the World.
Foreign Exchange and Banking Business of every description transacted.
Safe Deposit Boxes (various sizes) at a Yearly Rental of from $5 to $40.

LOOK POONG SHAN,
97] Manager.

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE: LONDON.

Paid-up Capital £3,000,000
Reserve Fund £4,000,000
Reserve Liability of Proprietors £3,000,000

AGENCIES & BRANCHES:

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(Malay States)	ILOILO	(Bhuket)
AMRITSAR	IPOH	RANGOON
BANGKOK	KARACHI	SAIGON
BATAVIA	KLANG	SEMARANG
BOMBAY	KOBE	SEREMBAN
CALCUTTA	KUALA	SHANGHAI
CANTON	KANGSAR	SINGAPORE
CAWNPORE	KUALA	SOURABAYA
CEBU	LUMPUR	TAIPING
COLOMBO	KUCHING	(F.M.S.)
DAIREN	MADRAS	TAIYUAN
DELHI	MANILA	TIENTSIN
HAIPHONG	MEDAN	TOKYO
HAMBURG	NEW YORK	TSINGTAO
HANKOW	PEPING	YOKOHAMA
HARBIN	PENANG	ZAMBOANGA
(North Manchuria)	PESHAWAR	(Philippine Islands).

FOREIGN EXCHANGE and General Banking Business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Manager.
Hong Kong, 9th Jan., 1929. [30

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE.
(Incorporated in France).
Prince's Building, Chater Road, Victoria, Hong Kong.

HEAD OFFICE:
74, Rue St. Lazare, Paris.

	Frs.
Capital, fully paid-up ...	50,000,000
Special Working Capital	50,000,000
Reserves	22,319,000

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Paris	Lyons	Marseilles
Saigon	Haiphong	Hanoi
Tourane	Quinhon	Hue
Thanh-hoa	Vinh	Pnom Penh
Peping	Shanghai	Tientsin
	Hong Kong	

BANKERS:
France: Société Générale, Banque Nationale de Crédit, Banque de Paris et des Pays Bas.
London: Midland Bank, Ltd.
New York: American Exchange Irving Trust Co., Banca Commerciale Italiana.
San Francisco: Bank of Italy.

Every description of Banking and Exchange Business transacted.
Correspondents throughout the World.

A. ROLLIN,
Manager.
Hong Kong, 1st July, 1929.

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE:—
15, Gracechurch Street, London, E.C. 3.

Authorised Capital £3,000,000
Subscribed Capital £1,800,000
Paid-up Capital £1,050,000
Reserve Fund and Rest...£1,646,506

BANKERS:
THE BANK OF ENGLAND and MIDLAND BANK, LTD.

BRANCHES:

Bangkok	Karachi	Madras
Batavia	Kota Bharu	New York
Bombay	Kuala Krai	Penang
Calcutta	(Kelantan)	Port Louis
Colombo	Kuala Lipis	(Mauritius)
Delhi	(Pahang)	Rangoon
Galle	Kuala Lumpur	Shanghai
Hong Kong	Kuantan	Simla
Howrah	(Pahang)	Singapore
Ipoh		Sourabaya
Kandy		

HONG KONG BRANCH:
Every description of Banking and Exchange Business transacted.
Travellers Cheques issued.
Trustee and Executorships undertaken.
INTEREST allowed on Current Accounts and Fixed Deposits at Rates that may be ascertained on application.

F. THOROUGOOD,
Acting Manager.
7, Queen's Road Central.
Hong Kong, 10th Apr., 1930. [29

BANK OF CHINA.

Reorganized October 26, 1928, under special charter of The National Government as an

INTERNATIONAL EXCHANGE BANK.

Subscribed Capital $25,000,000.00
Paid-Up Capital $24,710,200 00
Reserve Funds $3,820,503 82

HEAD OFFICE:—SHANGHAI.

HONG KONG BRANCH:
4, Queen's Road Central.

Owing to our numerous branches in China and large connections in the principal financial centres of the world, we are able to extend to our clients special facilities for domestic and foreign banking and exchange.

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SHOU J. CHEN,
Manager.

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Gold Flake
CIGARETTES
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Paid-up Capital ... Frs.68,400,000.00
Reserve Fund..... Frs.109,000,000.00

BRANCHES:

Bangkok	Hong Kong	Quinhon
Battambang	Hue	Saigon
Canthio	Mengtsz	Shanghai
Canton	Nam-Dinh	Singapore
Djibouti	Noumea	Thanhoa
Fort Bayard	Papeete	Tientsin
Haiphong	Peping	Tourane
Hankow	Pnom-Penh	Vinh
Hanoi	Pondicherry	Yunnanfu

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industrial et Commercial; Société Générale
IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.; French-American Banking Corporation; Guaranty Trusty Co., of New York.
Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of Banking and Exchange Business transacted.
Safe Deposit Boxes to let.

A. LECOT.
Manager
Hong Kong, 2nd May, 1929. [23

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid up)
Yen 100,000,000
Reserve Fund .....Yen 111,500,000

HEAD OFFICE: YOKOHAMA.

BRANCHES AND AGENCIES AT:

Alexandria	Kai Yuen	Rangoon
Batavia	Karachi	Saigon
Bombay	Kobe	Soerabaya
Calcutta	London	San Francisco
Canton	Lyons	Seattle
Changchun	Los Angeles	Semarang
Dairen	Manila	Shanghai
(Dalny)	Nagasaki	Singapore
Fengtien	Nagoya	Shimonoseki
(Mukden)	Newchwang	Sydney
Hamburg	New York	Tientsin
Hankow	Osaka	Tokyo
Harbin	Peping	Tsinanfu
Hong Kong	Rio de Janeiro	Tsingtao
Honolulu	Tientsin	
Buenos Ayres (Temporarily closed).		
Vladivostock (Temporarily closed).		

Interest allowed on Current Accounts.
Deposits received for Fixed Periods at rates to be obtained on application.

H. MORI, Manager.
Hong Kong, March 10, 1930. [23

AGENCIES.

The London Office of the HONG KONG DAILY PRESS, 53, FLEET STREET, E.C.4., is constantly receiving Enquiries from Home Manufacturers regarding Suitable Firms to act as Agents for their products in Hong Kong and South China.

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May 27, 1930.

ON LONDON:—	
Telegraphic Transfer...	1/4⅛
Bank Bills, on demand	1/4 15/16
Bank Bills, at 4 months' sight	1/5 1/16
Credits, at 4 months' sight	1/5⅛
Documentary Bills, 4 months' sight	1/6
ON PARIS.—	
Bank Bills, on demand	875
Credits, 4 months' sight	950
ON NEW YORK.—	
Bank Bills, on demand	34⅛
Credits, at 60 d/s	35⅛
ON BOMBAY.—	
Telegraphic Transfer Bank Bills, on demand	94⅛
ON CALCUTTA.—	
Telegraphic Transfer Bank Bills, on demand	94⅛
ON SHANGHAI.—	
Bank Bills, at sight....	79
Private, 30 days' sight	—
ON YOKOHAMA.—	
On demand	69
ON MANILA.—On demand...	68⅛
ON SINGAPORE.—	
On demand	60⅛
BATAVIA.—On demand...	86
ON HAIPHONG.—	
On demand	154⅞
ON SAIGON.—On demand	prem.
ON BANGKOK.—	
On demand	132⅛
SOVEREIGNS, Bank's Buying rate	13.71
GOLD LEAF, 100 fine, per tael	—
BAR SILVER, per oz.	18⅛

American Express Travelers Cheques

Definition of TRAVELLERS' CHEQUES—
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Quoted from Pitman's Dictionary of Banking by Wm. Thomson.

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THE AMERICAN EXPRESS Co., Inc.
4, DES VOEUX ROAD, CENTRAL, HONG KONG.

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